

STOCKPORT METROPOLITAN BOROUGH COUNCIL

Employment Land Review

April 2018



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

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1.0 Executive Summary

- 1.1 This document has been prepared on behalf of Stockport Metropolitan Borough Council by CBRE Ltd. The document has been drafted by Harry Bolton (BSc., MRTPI, AIEMA) with the assistance and technical input from other suitably qualified persons within both CBRE Ltd. and Stockport Metropolitan Borough Council.
- 1.2 This purpose of this document is to assess current and future demand for employment land and to consider whether existing supply and allocated sites are sufficient to meet projected demand and forecast requirements.
- 1.3 This study has been undertaken in line with relevant National Planning Policy and Guidance, provided with the National Planning Policy Framework and National Planning Policy Guidance.
- 1.4 As part of this study, Stockport Borough has been considered within the wider context of Greater Manchester. Information has been gathered in respect of the Borough's physical as well as socio-economic characteristics and consideration has also been given to population demographics and infrastructure within the Borough.
- 1.5 Consultation with stakeholders and local land and property market research undertaken as part of this study indicates that Stockport has a number of key assets that assist in attracting and retaining businesses, namely these relate to transport infrastructure providing good links to Manchester, London and the strategic highways network and the highly-skilled nature of the local workforce.
- 1.6 Research and consultation also indicates that the Borough faces a number of issues in attracting and retaining Businesses. These include congestion, the quality of the Town Centre offer, and deficiency of certain types of accommodation that are currently in high demand. These include all sizes of good quality industrial and warehousing development in highly prominent locations and with excellent highways connectivity, as well as good quality, affordable office premises in the town centre.

Quantitative Assessment

- 1.7 A quantitative assessment of employment land within the Borough has been undertaken. This assessment identifies that the Borough currently provides 472,000 square metres (sqm.) of office space and 1,518,000 sqm. of industrial and warehousing space. The way employment uses are classified in planning terms is described in paragraph 7.25 and Table 7.1 of this document.
- 1.8 Vacancy levels within Stockport Borough have historically been higher than the North West and National averages. While recent data is not available at these level, the average vacancy rate for Stockport over 1998-2004 was indeed 13%, against 8.8% for the North West and 7.8% in England (as indicated in Figure 7.5). Based upon a recent review of Stockport's non-domestic rates database, the current level of vacant employment floorspace within Stockport is around 15%, where comparable authorities for which figures can be calculated like Trafford and Wigan display vacancy rates around 5%.

- 1.9 However, vacancy varies strongly between unit types, as well-located/ good quality premises are very well let. Vacant office space is largely characterised by sub-prime, older and un-refurbished accommodation. Despite lower quality, smaller units with poor connectivity experiencing high levels of vacancy, medium to large units that are well connected to the strategic highway network are currently experiencing very high levels of demand.
- 1.10 In addition, vacancy levels for new build warehousing and industrial accommodation are currently exceptionally low. Indeed, pressures upon high quality B2 / B8 accommodation have recently been sufficient to improve land values for industrial space in Stockport. This lack of floorspace has led to a return of speculative construction of new accommodation as evidenced by the Aurora and Southfield 25 developments.
- 1.11 Combining overall vacancy information with market analysis provides a detailed illustration of the current variation in vacancy levels for the Borough. It is clear that whilst some types of accommodation / locations are currently surplus to requirements, there is a need for specific types of accommodation in certain areas. The failure to respond to this specific demand could result in local businesses seeking to move elsewhere within the region and an inability to attract inward investment.
- 1.12 The total employment land supply within the Borough is 64.7 hectares¹ (ha.) of which 22.4 ha. of the overall employment land supply is currently made up of land available for office use and 42.3 ha. of the overall supply of land is available for industrial / warehouse uses². These figures are set out in Stockport Council's 'Authority's Monitoring Report' (AMR). It should be noted that many sites contain both office and industrial/warehousing floorspace but for the purposes of the AMR the site area only appears under one of the two headings (split between B1 office use and B2/B8 Warehousing use). This approach in respect of the overall breakdown between office and industrial/warehousing has been continued in the ELR to provide for consistency with previous AMR monitoring. The associated floorspace figures contained in tables 7.2-7.4 however reflects the more recent monitoring undertaken for the Combined Authority which splits out the sites between B1a office and B1b-c/B2/B8 industrial/warehousing uses.
- 1.13 However, 2.55 hectares of employment land have been lost to other uses during 2016/2017 (1.22 ha of office land and 1.33ha of industrial land).
- 1.14 This amounted to a gross loss of 16,596 sqm of employment floorspace in this year (split as 12,608 sqm of office and 3,988 sqm of industrial floorspace),
- 1.15 Over recent years, losses of employment floorspace within the Borough have been larger than completions. This has resulted in a net loss of employment floorspace over the past 5 years.

Qualitative Assessment

- 1.16 As part of the research into the current employment land position, an assessment of employment sites within the Borough has been undertaken. The aim of this

¹ c.f. Tables 7.2; 7.3 and 7.4

² Stockport Council Authority's Monitoring Report 2016-17

assessment is to gain an understanding of the overall standard of accommodation within the Borough and to assess individual sites in terms of their suitability for employment use.

- 1.17 A total of 69 Sites have been assessed. Completed proformas are provided at **Appendix II**.
- 1.18 Sites are scored based upon 13 assessment criteria (see paragraph 7.77), which have been discussed and agreed during key working group sessions.
- 1.19 Sites are scored between 1 and 3 for each of the 13 criteria (1 being the poorest score and 3 being the highest score). The total minimum score for each site appraisal would therefore be 13 and the maximum score would be 39.
- 1.20 The sites are ranked in order of quality at **Appendix III**. This graph identifies that the amount of high-quality employment sites within the Borough is limited. A large number of sites sit within the “moderate” category (21 – 31); however there are very few truly well performing sites.
- 1.21 General key issues associated with the sites assessed relate to:
 - Quality of Stock;
 - Access and Connectivity;
 - Conflicts with surrounding uses;
 - Infrastructure;
 - Amenity.
- 1.22 Sites that score high generally perform well in respect of these key criteria, whilst poorer scoring sites tend to display fundamental issues relating to 2 or more of the above criteria.
- 1.23 Specifically, there are a number of sites that perform poorly and conflict with surrounding uses. Given the negative impacts that these sites have upon the Borough’s ability to achieve wider strategic land use ambitions, there is merit in considering the release of these sites for alternative uses.
- 1.24 Despite a lack of high quality, employment sites generally appear to be well occupied. This is interesting given the high levels of vacancy within the Borough and suggests that whilst employment sites are well used, the actual accommodation is not always fully occupied, demonstrating that accommodation within the Borough is not being utilised efficiently.
- 1.25 This is also further evidence of a lack of suitable stock, which restricts the ability of some local businesses to find more suitable premises and reinforces market research, which indicates that there is a build-up of demand for certain accommodation within the Borough.
- 1.26 If this issue remains unresolved, businesses could start to look for more suitable accommodation outside the Borough. This is especially pertinent given two trends likely to grow in significance over the next few years.
- 1.27 The first is that the emerging unstable economic context (both global and local) can be expected to lead local businesses to be more selective in their choices of

premises, in order to ensure that their facilities perfectly meet their needs to help them face a difficult market.

- 1.28 The second is a view which emerged through the developer/ agents engagement discussions that the Borough is set to be increasingly competing with other local authorities across the North-West, the wider country, and the European market to attract major footloose occupiers (businesses with few local ties, which have the flexibility to locate in any area that matches their operational criteria at the best value). It therefore seems important for Stockport to ensure that the quality of its employment floorspace offer matches or exceeds the one being delivered by competing places.
- 1.29 Many industrial employment sites have a relatively large proportion of non-traditional employment uses that, whilst generating employment, do not specifically fall within a B1/B2/B8 use-class. It is recognised that these uses do make an important contribution to the overall economy of Stockport Borough and it is accepted that in some instances these uses are essential to ensure the ongoing sustainable performance of certain employment sites and buildings.
- 1.30 However, the growth of these non-traditional employment uses over recent years reduces the level of employment land that can be used for traditional employment purposes. It is a common view this is likely to reduce the market attractiveness of some employment areas.
- 1.31 The qualitative assessment work undertaken suggests that whilst the Borough does not face a significant quantitative deficiency in employment land, it is faced with a significant qualitative deficiency. Importantly, quality should however not necessarily be understood in absolute terms. Rather than referring only to prime floorspace, it should perhaps be considered in more strategic terms, as relating to employment space that adequately meets the needs of the type of occupiers that the borough would like to attract and retain.
- 1.32 Indeed, this qualitative deficiency is resulting in a shortfall of suitable employment land in specific market areas. This lack of suitable provision is inhibiting the ability of some local businesses to find appropriate accommodation and is reducing the Borough's ability to attract inward investment. This seems to be particularly true for good quality industrial and warehouses premises, for which demand seems to be currently outstripping supply significantly.

Future Requirements

- 1.33 The forecasts made within this study use the Greater Manchester Forecasting Model (GMFM) to calculate floorspace from employment land which is then translated into land requirements.
- 1.34 Two methods of checking the validity of the outcome of this model are then considered before arriving at some conclusions regarding employment land demand and supply in the Borough to 2035.
- 1.35 Additional calculations have been undertaken in order to refine the figures taken from the GMFM and cross-refer these figures. Refining the GMFM figures involves:
 - *Calculating projected employment land need using GMFM projected employment figures (by sector); and*

- *Translating the local labour supply up to 2035 in to a land requirement via application of standard plot densities whilst making adjustments for loss of employment land, vacancy and occupier choice.*
- 1.36 The original unadjusted GMFM figures and the refined figures can then be validated using an historic trend analysis to benchmark the calculated figures. This method involves:
- *Analysing historic take-up rates for employment land for Stockport Borough for the period between 2003 and 2017. This 14 year period is subsequently split to cover two different periods of time representing both buoyant (strong) and constrained (weak) market conditions and will therefore give a likely minimum and maximum figure.*
- 1.37 Whilst trend analysis has its own restrictions and would not be used to provide detailed projections in isolation, it does allow a ‘sense-check’ of the more detailed calculations and is therefore a useful tool in validating the detailed calculations.
- 1.38 All methodologies identified an overall increased requirement for employment land within the Borough throughout the study period.
- 1.39 Given the comments in paragraph 1.33, it is considered that the refined employment forecasts-based GMFM approach, represents the most robust approach. This approach identified the following levels of demand for office land requirements: land across the Borough:
- **Office Use:** 26 ha. to 2035 (equating an average delivery rate of 1.4 ha. per year) to be delivered at a rate of 1.4 ha. per year up to 2035.
- 1.40 To some extent, the refined GMFM approach is also considered to provide the most robust baseline figures for industrial land requirement, indicating an estimated need of 4.4ha of industrial land to 2035 (0.2 ha. per year)
- 1.41 However, as detailed in the analysis, none of the forecasting models is capable of reflecting the true extent of demand for industrial space in the Borough, given its inability to capture existing high levels of pent-up demand.
- 1.42 In consequence, it is considered that the conclusions of the refined GMFM approach should be adjusted upwards to try and capture an element of this pent-up demand.
- 1.43 While there are no definitive guidelines on how this demand can be quantified, it is proposed that a 10 per cent figure could be added on an indicative basis to the forecasting figures to provide a better reflection of the current market. In consequence, it is considered that the land requirements for industrial uses are as follows:
- **Industrial Use:** 4.8ha to 2035 (equating an average delivery rate of 0.25 ha. per year)
- 1.44 Given the uncertainty associated with the longer term industrial land forecasts and the difficulty to appropriately quantify pent-up demand, there is however an essential need to continue to monitor requirements for employment land within the Borough, specifically for industrial uses. Key market indicators such as take-up of space, volume of enquiries, availability and average periods for which properties

stay on the market should be carefully monitored to assess changes in levels of pent-up demand within the Borough.

- 1.45 It is therefore strongly suggested that industrial land requirements are carefully monitored as part of the annual monitoring process and that a more detailed review is undertaken on a biannual basis (ie twice a year). It is recommended that policy regarding the supply of industrial land should be flexible enough to accommodate any changes in needs as identified through this monitoring exercise.
- 1.46 In addition, losses of employment land should be carefully monitored to ensure that the above requirements are delivered as net totals rather than gross totals.

Conclusions

- 1.47 This study has identified the following key findings:
- Stockport Borough has a high level vacant employment floorspace when considered within the context of the North West and National averages.
 - Vacant floorspace generally comprises:
 - Sub-prime, older and un-refurbished office accommodation, which is poorly located and has limited access to car parking and amenity.
 - Lower quality, smaller industrial units with poor connectivity and access arrangements and limited site prominence.
 - The Borough also comprises significant amount of floorspace which is used for very low density/ low-value uses and consequently suffers from very poor maintenance levels. This is a key consideration for a lot of mill buildings in the Borough.
 - In recent years the level of floorspace completed within the Borough has been outstripped by the amount of employment floorspace lost to other uses. This has resulted in an overall decrease in the level of employment floorspace within the Borough. Should too many key employment sites be lost to non-traditional employment uses, it could have a significant impact on meeting demand.
 - The intensification in recent years of residential developments in proximity of long-standing employment areas is compromising the sustainability of some employment sites. As such, many low-quality sites are poorly located, suffer from limited accessibility and cause conflicts with surrounding sensitive uses. Conflicting uses are particularly prevalent within the south-eastern area of the Town Centre and around the southern Town Centre boundary.
 - There are currently large amounts of non-traditional employment floorspace within allocated employment areas. Whilst fulfilling an important role for the Borough, this floorspace reduces the effectiveness of employment areas and detracts from the market attractiveness of some areas.
 - There are a large number of moderate and poorly performing employment sites within the Borough, with few high-scoring employment sites.
 - Forecasting indicates an increase in demand for office land in the Borough, while suggesting that the need for industrial land will not increase. In purely quantitative terms, this would reflect the fact that while a number of key industrial sites across the Borough (for example Brighton Road) are no longer available, lower projected

growth forecasts provide reduced estimates of the future need for employment land.

- Recognising the limitations of the forecasting models, it is however anticipated that additional land in strategic locations will be required in order to respond to pent-up demand within the Borough for both higher quality office and industrial accommodation. This was highlighted during discussions with key developers, agents and occupiers active in the Borough, and further evidenced by a review of market statistics.
- In addition, the quantitative requirement identified in this study critically needs to be qualified in qualitative terms, as set out at paragraph 1.48.

Recommendations and Next Steps

Existing Employment Sites to be Retained

- 1.48 As outlined within Chapter 9 of this report, the key issue in respect of employment land within the Borough relates to a qualitative deficiency of existing sites. As such it is critical for high quality sites (as well as those sites which are capable of being upgraded) to be retained for ongoing employment use.
- 1.49 The Qualitative Site Score Chart provided at Appendix III identifies those sites, which are considered to be of high quality (these sites score 31 or above). The following 12 sites as numbered in chapter 7 and Appendix III should all be retained for ongoing employment uses:
- 5: S:Park
 - 10: Shawcross Street
 - 21: Aurora Business Park
 - 32: Bird Hall Lane
 - 39: Brighton Road Industrial Estate
 - 41: Stockport Trading Estate
 - 42: Kings Reach Business Park
 - 43: Acorn Business Park
 - 45: Houldsworth Mill
 - 57: Rhino Court.
 - 60: Bredbury East
 - 61: Bredbury West
- 1.50 Furthermore, those sites which are of moderate quality, but by virtue of their size and/or location are of strategic importance should also be retained as far as it is practical to do so. These sites comprise a mix of established employment locations facing a number of growth constraints and under-utilised sites which offer potential to make a contribution to the overall employment land offer in future years.
- 1.51 These sites include:
- 1: Cromer Street Ind. Estate
 - 34: Cheadle Royal Business Park
 - 37: Crossley and Discovery Park
 - 40: Embankment Business Park
 - 46: Whitehill

- 56: Pepper Road
- 1.52 In addition, sites which score poorly, but benefit from a strong location and local need with good transport links should also be retained. The emphasis for sites such as this should be on upgrading the quality of the site to capitalise upon the quality of the location.
- 1.53 These sites comprise:
- 2: Vernon Mill Industrial Estate
 - 6: Meadow Mill
 - 7: Water Street
 - 38: Brent Road / Rooth Street
 - 53: Hawk Green Industrial Estate/ Goyt Mill
 - 58: Newby Road
 - 65: Chadkirk Industrial Estate
- 1.54 Based upon the identified deficiencies in employment sites, it is expected that most of the sites assessed should be retained for ongoing employment use.

Allocation of Future Employment Sites

Responding to Office Demand

- 1.55 From the supply side, there is a small shortage of employment land to cater for the projected increase in demand for office floorspace as set up at paragraph 1.38 up to 2035 (3.6 additional hectares required). However, given the market demand analysis provided within Section 6, it is apparent that the most significant deficiencies in office space supply are not quantitative, but qualitative. There is a requirement to support **qualitative** improvements in office space to create modern accommodation, with large format open plan floorplates and good levels of amenity and public transport links as opposed to isolated business parks. It will be key for these premises to be suited to the needs of the Borough's large base of small businesses, providing for their success and expansion.
- 1.56 This trend towards accessible locations with good amenity space is a significant feature of current occupier decisions in South Manchester and across the North-West.
- 1.57 There is a clear opportunity to utilise under-performing Town Centre employment sites used for industrial purposes to provide for some of this demand. In addition, it may be possible to convert currently underperforming and vacant office space within the Town Centre to deliver a better quality of accommodation, where that stock is not converted to other uses.

Responding to Industrial Demand

- 1.58 From the industrial employment supply outlined within this quantitative analysis presented in this report, there would appear to be a suitable, available supply to fulfil the projected market demand up to 2035. However, based on market evidence and engagement, it is considered that additional land will be required in order to fully respond to pent-up demand.
- 1.59 While the existing supply might be just sufficient to maintain the status quo position of the Borough in terms of its business base, planning for and meeting this pent-up

demand would appear to be essential in order to unlock future growth opportunities and improve Stockport's economic position.

- 1.60 Given the oversupply of certain types of industrial accommodation (including smaller, dated and low quality stock which is poorly connected to the highways network) land could be provided through upgrading under-performing sites in highly accessible locations where site constraints are not prohibitive.
- 1.61 Industrial employment sites suitable for refurbishment / upgrade should be sought based upon how well they score in respect of the qualitative assessment criteria undertaken as part of this study, however based upon existing demand, specific regard should be had towards:
 - Connectivity;
 - Proximity to potential work force;
 - Site visibility / prominence;
 - Environmental constraints; and
 - Conflicts with surrounding land uses.
- 1.62 On this basis, we consider that potentially suitable sites would be located along main arterial highway routes with good connectivity to the Strategic Road Network and with good public transport links to residential / Town Centre areas.
- 1.63 Importantly, connectivity should however be assessed in terms of travel times rather than distance, congestion being a key factor to consider.
- 1.64 However, should constraints on these sites prove to be too important to enable the delivery of the scale of improvements needed to make them attractive to key occupiers given regional competition, the release of previously undeveloped sites may also be an appropriate solution to support pent-up demand from large scale industrial/ distribution users.
- 1.65 Critically, it is recommended that key market indicators of pent-up demand (such as the balance between enquiries and take-up and the average time during which properties stay on the market) are regularly monitored to assess whether or not current levels of pent-up demand are being met on the land presently available, or whether additional / different type of land is necessary to support the market.

Responding to Office and Industrial Demand

- 1.66 In responding to both Office and Industrial demand, a key action should be to seek to improve existing stock and to reduce current vacancy rates. A reduction in vacancies from 15% to 10% would result in 99,500sqm of additional employment floorspace being made available.
- 1.67 This is clearly a key issue for the Borough, which if successfully resolved, will improve the sustainability of the Borough and will reduce pressures upon the release of new land for employment uses.
- 1.68 It is however worth noting that the raw vacancy figures based on Valuation Office Agency data have limitations in their ability to reflect the complex issue of vacancies across the Borough. Notably, the data does not indicate the reasons why properties remain unoccupied, which may range from a high state of disrepair to

unattractive locations or the fact that some landlords may not be actively looking to let their vacant properties.

- 1.69 Given the variety of causes leading properties to remain vacant, it is clear that no single strategy will be sufficient to address the issue. It is therefore considered that a multi-layered approach will be necessary to deliver a significant reduction in vacancy levels. This should include not only a focus on improving the quality of properties, but also closer engagement with landlords to ensure that they maximise the rental potential of their properties.

Release of Employment Sites

- 1.70 Conflicts between poorer quality employment sites and surrounding uses is a key issue for the Borough and if allowed to continue, could inhibit Stockport’s ability to achieve wider policy aspirations.
- 1.71 Many poorer quality sites identified within the study suffer from conflicts with surrounding land uses and the resolution of these conflicts should be considered as a priority when considering the release of poorer quality sites for other uses.
- 1.72 Depending upon the ability of the Borough to respond to existing office and industrial demand, the release of poorer quality sites (those not outlined for retention above) for other uses could be appropriate and could significantly contribute to the achievement of wider planning policy ambitions within the Borough.
- 1.73 However, high quality employment land within the Borough is in high demand and consideration should first be given as to whether the performance of the site could be improved to create a better employment provision (this is especially relevant in instances whereby sites are of limited attractiveness, but are well located for employment use).
- 1.74 Furthermore, the loss of employment sites that are well occupied, without the re-provision of other more suitable sites, could well lead to businesses seeking to relocate to more suitable accommodation outside the Borough. This matter should also be given due consideration in considering the release of employment sites for other uses.
- 1.75 In considering the release of sites for other uses, it will be essential to fully consider the following criteria:
- Whether the existing qualitative score of the site could be improved to create a higher-quality employment offer that responds to market demand;
 - Whether there is an ongoing supply of available, suitable, achievable land, sufficient to meet current and future needs identified within this report;
 - Whether the alternative uses proposed are compatible with the character of the surrounding area, and would not restrict the operation of existing employment uses; and
 - Whether the loss of the employment site would contribute toward achieving wider strategic policy objectives in terms of establishing a more sustainable, including sustainably accessible, pattern of development (for instance through resolving existing conflicts between incompatible uses).

- 1.76 It is considered that the application of the above assessment criteria along with a detailed review of the qualitative site assessment would provide the necessary grounds for the determining whether a site should be released from employment use.
- 1.77 Upon determining that it is appropriate for a site to be release from employment use, it might additionally be appropriate to introduce a mechanism to enable the resulting loss of employment space to be offset by improvements to employment stock elsewhere in the Borough.
- 1.78 This could for example be introduced in the form of a policy requiring schemes that result in the loss of employment sites to make contributory payments to a funding pool, which would specifically be used by the Council to support the delivery of high quality employment schemes in key locations.
- 1.79 Such a cross-funding mechanism would provide a tool to ensure that the worsening quality issues for employment space across the Borough can be addressed, mitigating any quantitative loss resulting from the conversion of poor quality employment sites to other uses.
- 1.80 It is recommended that legal advice should be sought to confirm that this type of mechanism could legally be set out in planning policy. Once this has been established, it is suggested that the policy could be introduced in the borough through the preparation of a supplementary planning document on developers' contributions.

Non-traditional Employment Uses

- 1.81 The study has identified that many industrial employment sites have a relatively large proportion of non-traditional employment uses that whilst generating employment, do not specifically fall within a B1/B2/B8 Use-Class.
- 1.82 It is recognised that these uses do make an important contribution to the overall economy of Stockport Borough however the growth of these non-traditional employment uses over recent years could reduce the market attractiveness of some employment areas.
- 1.83 There is a need to review the Borough's leisure and employment policies to ensure that a coherent strategy is prepared which clearly manages this issue and seeks to ensure that those locations that are best suited to employment uses are protected for such use.

Mill Buildings

- 1.84 Mill buildings generally experience high levels of vacancy and as such they are often the subject of very little investment. As a result of this lack of investment, stock is slowly becoming less and less suitable for employment use.
- 1.85 Viability is a key issue facing the ongoing maintenance and management of mill buildings and retaining employment use at many mill locations will be difficult without large-scale investment and significant works to buildings to improve the format of space. The future of these buildings should be carefully considered. Without investment or regeneration, vacant mill stock will deteriorate further.
- 1.86 A strategy needs to be considered to improve the performance of Mill Buildings within the Borough and it is clear that a more flexible approach is required. This

could relate either to the redevelopment of Mill Buildings; or to the way in which suitable uses within these premises are considered.

- 1.87 The recent review of Stockport Mill Buildings has provided insights into the current number and quality of historic mills across the Borough³. In light of the findings of this Employment Review and of Historic England's recently published report highlighting options for the re-use of mills in the North-West, it is recommended that insights gathered from these three documents are used to set up a strategy to maximise the potential of mill buildings to support the supply of suitable employment space. This could complement the actions taken under the Council's Brownfield First programme to encourage the reuse of previously developed sites to deliver additional housing.

³ Greater Manchester Historic Textile Mills Buildings at Risk Assessment Report (Borough of Stockport) 2017

2.0 Introduction

- 2.1 Employment Land Reviews (ELRs) are part of the recognised evidence base that informs plan making and specific planning decisions. Government policy and guidance indicate that the role of ELRs is to provide sound evidence to inform Local Planning Authorities in planning for employment land uses.
- 2.2 As well as land-use planning, ELRs should help inform policy interventions relating to employment land, for example to help bring sites forward for employment use or support particular kinds of employment development, as part of economic development and regeneration programmes.
- 2.3 An ELR should identify a robust and defensible portfolio of both strategic and locally important employment sites and, where appropriate, should provide evidence to safeguard both new and existing employment areas for employment uses.⁴
- 2.4 In addition, an ELR should also identify existing employment sites that are no longer suitable for future employment uses and could therefore be considered for alternative uses. It is not the role of an ELR to provide opinion on the suitability of specific alternative uses for sites.
- 2.5 Stockport Metropolitan Borough Council has prepared this Employment Land Review to help in the development of robust and informed economic policies.

Study Objectives

- 2.6 The overall purpose of this Employment Land Review is to assess current and future demand for employment land and to consider whether existing supply and allocated sites are sufficient to meet projected demand and forecast requirements.
- 2.7 Pursuant to this, the study seeks to achieve the following broad objectives:
 - To audit the supply of land already identified for employment;
 - To assess how much land will be required for employment during the plan period, based on market conditions and policy objectives;
 - To compare this requirement with supply both quantitatively and qualitatively;
 - To make recommendations about:
 - Any existing employment sites that should be retained;
 - any further land that should be identified for employment; and
 - any existing or committed employment sites that should be released for other uses.
- 2.8 In order to achieve these objectives, the following brief has been developed and agreed:

Stage A: Assessing the Current Position

- Identify and review strategic national policies to which Development Plan Documents, employment land policy and employment site allocations should conform.

⁴ ODPM Employment Land Review Guidance Note - 2004

- Identify and review existing local planning policies which the authority needs to reconsider in its emerging DPDs.
- Review other local strategies, beyond land-use planning, to identify high-level objectives to which employment land policy may contribute and other initiatives to which it may link.
- Prepare a profile of the local economy to help inform the economic goals and objectives of the authority's employment land policy.
- Prepare a profile of commercial land and property markets in the study area to:
 - assess future land requirements, acting as a reality check on formal forecasts undertaken later in the study; and,
 - provide guidance on the kinds of businesses likely to take up space and the kinds of sites they will need.
- Prepare an inventory and qualitative audit of employment sites to inform ELR recommendations on which new sites/locations, if any, should be identified for employment use and whether any existing or committed employment sites should be transferred to other uses.

Stage B: Assessing Future Demand and Supply

2.9 Assessing future demand for employment land for each employment land use:

- Forecast employment change to the end of the Local Plan Period by sector, using indicative jobs targets, referring back to the sources from which the targets were derived;
- Reality-test this forecast employment against (a) past employment change, (b) any other forecasts that may be available, and (c) against local strategies and aspirations, to create possible alternative scenarios;
- If any of these alternative scenarios aim for employment growth significantly above or below wider guidelines, assess them in terms of (a) market realism, (b) impact on competing areas, and (c) labour market impact;
- Translate future employment change into net demand for employment floorspace and land;
- Consider the likely losses of employment space to other uses. Add the replacement of these losses to net demand to produce a forecast of gross demand;
- Add to gross demand an allowance for land in the pipeline (two years supply) to produce the forecast gross requirement for employment land.

Assess supply and market balance:

- Calculate total gross supply, taking account of (a) the balance of the market at the base date (the start date of the assessment), and (b) the change in employment space between the base date and the date of the ELR;
- Create alternative supply scenarios (if necessary) reflecting different levels of windfall and/or likelihood of committed sites coming forward;
- Compare demand and supply under different scenarios, drawing conclusions about total quantities of land for offices, industry and warehousing;

- Draw conclusions on the demand-supply balance, in terms of the quantity of land (whether the identified supply is providing too little or too much) and the quality of land (whether the identified supply is providing the right kinds and mix of sites);
- Consult with stakeholders to check emerging conclusions (optional).

Stage C: Conclusions and Recommendations

- Combine the demand-supply analysis with the qualitative site appraisal to identify broad policy options for employment land in the area
- Draw specific policy implications on:
 - The quantity of land, setting out the total land provision that the area should aim for, by land use, and time period;
 - Employment sites, advising on policies for (a) existing employment areas, (b) committed development sites, and (c) new sites to be allocated for employment, including any strategic sites;
 - Other planning policies;
 - Other policies, especially as regards intervention and implementation;
 - Monitoring and review.

Report Structure

2.10 This report is structured as follows:

Stage A

- Chapter 3 – Study Area Context: Considers the Borough within the context of Greater Manchester and provides an overview of the Borough, in socio-economic terms.
- Chapter 4 – Planning Policy Context: Considers the National and Local Planning Policy that is relevant to the study.
- Chapter 5 – Consultation: Outlines the consultation measures undertaken and the findings of surveys and information gathering.
- Chapter 6 – Local Land and Property Markets: Reviews the current property market conditions within Stockport.
- Chapter 7 – Assessment of Employment Land: Provides a quantitative and qualitative review of employment land within the Borough.

Stage B

- Chapter 8 – Future Requirements: Assesses the projected employment land needs for the Borough up to 2035.

Stage C

- Chapter 9 – Conclusions: Details the findings of the assessments undertaken and considers the implications in terms of land use and planning policy.

Chapter 10 – Recommendations and Next Steps: Sets out the implications of the conclusions made and the measures required to resolve identified issues.

Stage A: The Current Position

3.0 Study Area Context

Introduction

- 3.1 The functional economic area relevant to Stockport is considered to be Greater Manchester. On this basis contextual analysis and market assessment undertaken within Sections 3, 6 and 7 of this report, relate to Greater Manchester, where appropriate.
- 3.2 This section considers the Borough within the context of Greater Manchester and provides an overview of the Borough, in terms of social and economic matters.

Stockport Borough

- 3.3 Stockport stretches from the borders of the Peak District National Park and the Pennine foothills to the Manchester City boundary, and borders the Cheshire plain covering an area of 126,000 square kilometres. The Borough lies in the south eastern part of the Greater Manchester conurbation and has the third largest population of the sub-region.
- 3.4 Over 46% of the Borough is designated as Green Belt mainly located (though not limited) to the east of the Borough. The main urban centre, Stockport Town Centre is located in the west and other urban centres are spread throughout the Borough.⁵
- 3.5 Stockport has a mix of both urban and semi-rural environments. Open countryside on the eastern and southern parts of the Borough and river valleys extending to the heart of the urban area provide valuable 'green lungs' and opportunities for informal recreation, walking and cycling.
- 3.6 Stockport has a rich heritage with 37 Conservation Areas designated across the Borough covering more than 8,000 square kilometres. There are 388 Listed Buildings across the Borough and 366 locally Listed Buildings as well as six scheduled monuments. Stockport is home to two registered historic parks.

Population

- 3.7 Recent draft forecast figures indicate that Borough population levels have risen slightly, from 283,900 in 2012 to 291,600 in 2017⁶. Of this population, just under 61% are aged between 16 and 64 (comprising the working age population), a decrease of 1 percentage point from the 2014 figures.

⁵ Stockport MBC Core Strategy - 2010

⁶ Greater Manchester Forecasting Model – Autumn 2017

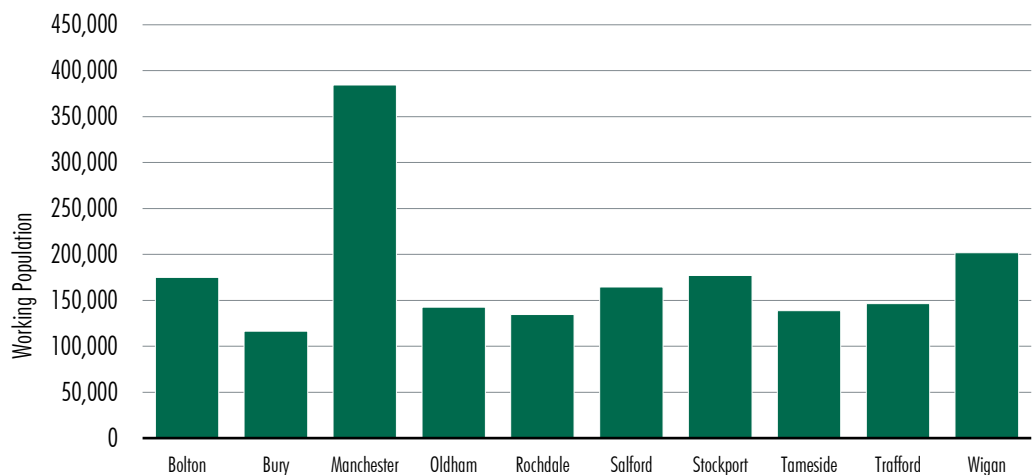


Fig 3.1 Size of Greater Manchester Borough working populations. Source: GMFM Autumn 2017

- 3.8 Stockport has the 4th largest working population in Greater Manchester (behind Manchester, Wigan and Bolton).
- 3.9 In recent years, the working age population has remained nearly unchanged since 2015.⁷ The working age population varies between Stockport’s wards, with more rural areas located in the east of the Borough; where as expected, population densities are lower than in more urban areas to the west of the Borough.

Transport

- 3.10 Based on the 2011 census, only 22% of households in Stockport have no car or van, this is much lower than Greater Manchester (30.6%) and the North West (28%) but only slightly lower than England (25.8%). The proportion of households owning one car or van is broadly comparable with regional and national levels. However, the percentage of households that own two cars or vans is slightly higher than England (24.7%) and has increased from 26.7% to 28.1%, an increase of 1.5%. The increases in multiple vehicle households seen in Stockport have also been experienced in Greater Manchester, the North West and England.⁸
- 3.11 Stockport is well served by public transport with good radial routes to most locations within the Borough and regionally. The current interchange provision between the train and bus stations is poor. A new £42M transport interchange is however being planned in partnership with Transport for Greater Manchester on the site of the existing Stockport Bus Station, along with a project to improve the surroundings of the rail station. It is understood that a planning application for the interchange will be submitted around August 2018, with the intent of starting construction during Summer 2019 for a Spring 2021 completion.
- 3.12 Stockport bus station is situated to the west of the Town Centre, adjacent to the Merseyway Shopping Centre. Buses connect the Town Centre with most locations in

⁷ Greater Manchester Forecasting Model – Autumn 2017

⁸ ONS 2011 Census

the Borough and Bus services also link the Town Centre with locations outside the Borough.

- 3.13 The rail station has some access issues in terms of its location uphill from the bus station and main shopping areas. Stockport train station has frequent services into Manchester and provides good rail interchange opportunities with national and regional connections, so that the rail network provides interchange opportunities for intercity, cross country and most local networks. However, the station lacks a direct rail link (or alternative off-road public transport link) to many parts of the Borough (e.g. Marple, Cheadle etc.). To address this issue, it is suggested that contributions could be sought to enable the free Stockport Metroshuttle route to be expanded to serve employment areas from the rail station during rush hour times.
- 3.14 During peak times congestion is a problem on the road network, in particular routes off the A6 and M60 motorway. Poor air quality linked to transport emissions is also a problem in most areas of the Town Centre.
- 3.15 Congestion is an issue for many of the major roads in the Borough, including the M60 and three other routes of regional significance which run through the Borough namely the A6, A34 and A523. The A6MARR received planning permission in 2014. The SEMMMS construction started in March 2015 and it is expected to be completed by Autumn 2018.
- 3.16 The areas of best sustainable access are, unsurprisingly, limited to urban centres with a clear focus on the Town Centre. The more rural eastern and southern areas of the Borough are less accessible. Access is reflected in levels of social exclusion within the Borough, with Bredbury Green, Cherry Tree Lane, Romiley and Marple South emerging as areas where there are potential imbalances between service availability and local needs.⁹

⁹ Stockport MBC Local Development Framework Core Strategy DPD April 2010

Economy

- 3.17 Stockport has areas which fall within the 2% most deprived in England¹⁰, although it still ranks as a reasonably affluent Borough nationally, ranking 178 out of 326 in the Indices of Multiple Deprivation (2015) (where a score of 1 denotes the highest level of deprivation), and ranking second only in affluence to Trafford in the Greater Manchester area. Relative deprivation has decreased over the past few years, as Stockport gained 11 places in the national IMD ranking, up from 167 out of 326 in 2010.
- 3.18 The English Indices of Deprivation provide a relative measure of deprivation across England. Areas are ranked based upon seven different dimensions of deprivation and an overall composite measure of multiple deprivation, which is a weighted index comprising the scores of the different domains. These domains are:
- Income Deprivation. This includes indicators such as number of people living in households relying on job seeking allowances, pension credit guarantees or tax credits). This domain has a weight of 22.5% in the final index.
 - Employment Deprivation This includes indicators such as number of adults claiming jobseeker’s allowance, incapacity benefits or carer’s allowance. This domain has a weight of 22.5% in the final index.
 - Health deprivation and disability. This includes indicators such as illness and disability rations, life expectancy and anxiety disorder rates. This domain has a weight of 13.5% in the final index.
 - Education, Skills & Training Deprivation. This includes indicators such as average school results, higher education rates, school absence levels and amount of adults with no qualifications. This domain has a weight of 13.5% in the final index.
 - Crime: This includes indicators such as recorded crime rates for violence, burglary, theft and criminal damage. This domain has a weight of 9.3% in the final index.
 - Barriers to Housing & Services. This includes indicators such as distance to basic amenities, homelessness and housing affordability. This domain has a weight of 9.3% in the final index.
 - Living Environment Deprivation. This includes indicators such as air quality, quality of housing stock and road traffic accidents count. This domain has a weight of 9.3% in the final index.
- 3.19 Figure 3.2 identifies the average IMD score of the different wards of the Borough, where high scores denote relatively higher deprivation levels in the area. The red trend line represents the average for the Borough. What this shows is that despite overall being one of the least deprived of the Greater Manchester local authorities, the detailed IMD picture indicates large inequalities within the Borough, which comprises a mixture of very prosperous neighbourhoods and more highly deprived areas.

¹⁰ My Stockport Partnership: Geography and Areas (2014)

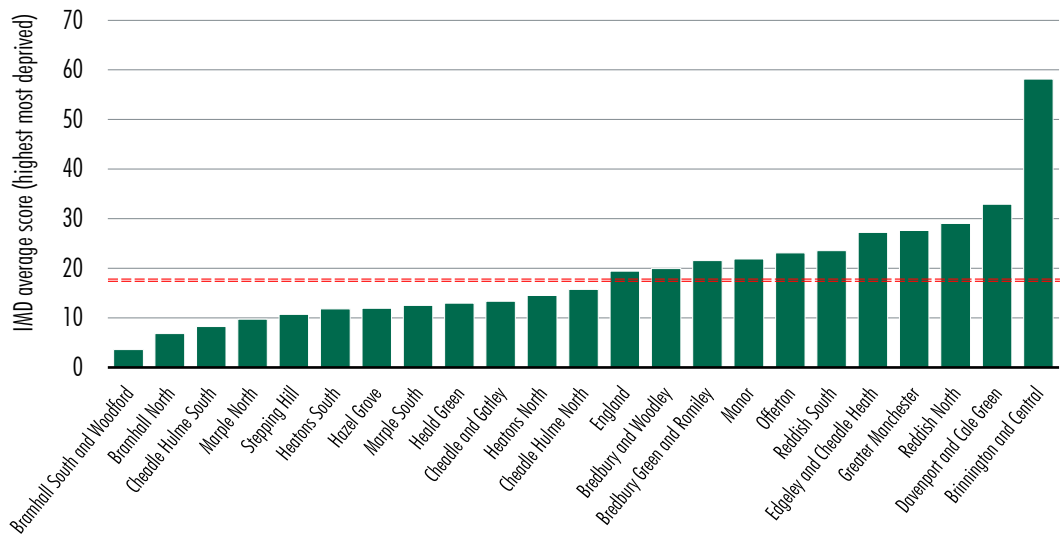


Figure 3.2 Average IMD scores. Source: Office for National Statistics

3.20 The workforce reflects high levels of qualifications with 58.9% equivalent to or above NVQ level 3 and 41.1% NVQ Level 4 or above. 6.3% of the workforce still have no qualifications, which is less than both the Greater Manchester and national averages.¹¹

Committee and Ward Areas

3.21 The built up areas of the Borough comprise a number of communities or townships which are broadly concentrated around Stockport Town Centre and eight District Centres. The District Centres are Bramhall, Cheadle, Cheadle Hulme, Edgeley, Hazel Grove, Houldsworth Square (Reddish), Marple and Romiley.

3.22 The Borough is divided into the 7 Committee Areas: - Bramhall and Cheadle Hulme South, Cheadle, Heaton and Reddish, Marple, Stepping Hill, Stockport Central and Werneth and is subdivided into 21 Wards (identified at Figure 3.3 below).

¹¹ Office for National Statistics/ NOMIS 2016/ Stockport Local Economic Assessment 2017

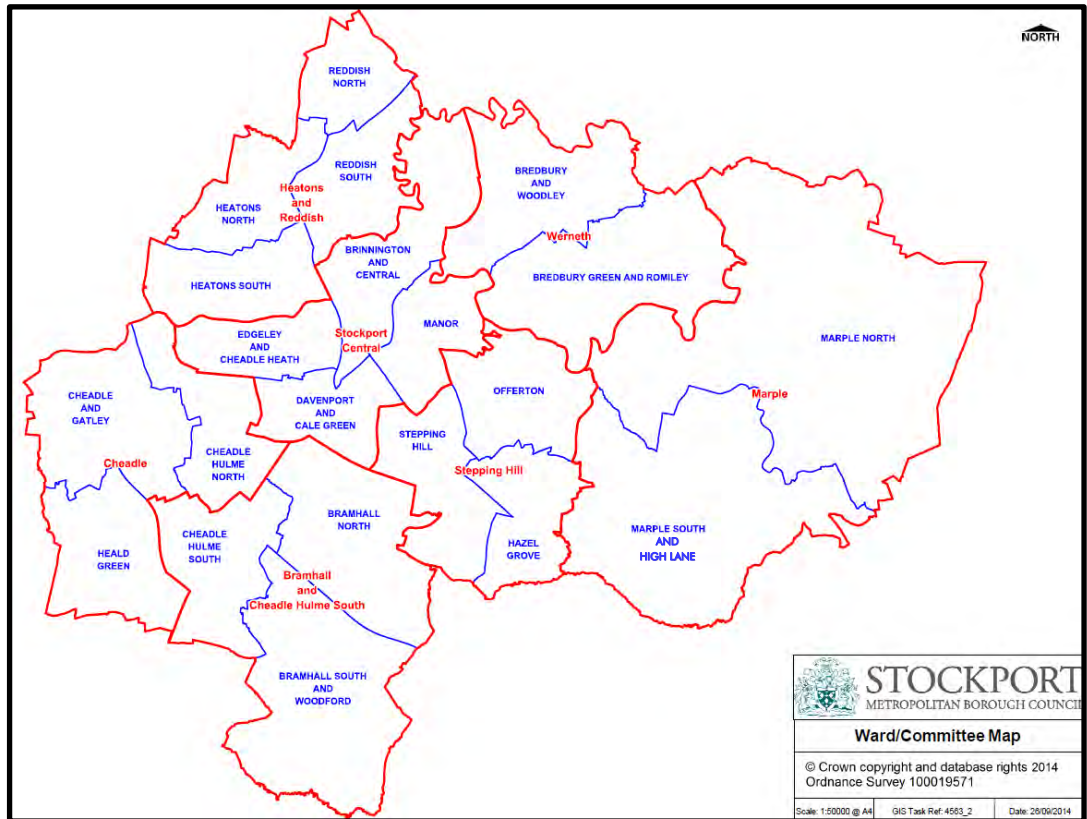


Figure 3.3: Stockport Committee and Ward Area Plan. Source: Stockport Annual Monitoring Report 2010/11 and CBRE amends.

3.23 This broad demarcation of the Borough's communities is used in the following description of characteristics of the different parts of the Borough. The Ward Area descriptions provided are based upon appraisals undertaken by the *My Stockport Partnership*. Where relevant, this information has been updated with current statistical information.

Stockport Central

Brinnington and Central

- 3.24 Brinnington and Central ward stretches from Brinnington in the north down across the Town Centre to Shaw Heath. It has a total population of circa 15000 with approximately 7,400 households. The ward has the largest proportion of Stockport Homes¹² managed properties in the Borough, at 46% (3,401) of the total properties in the area. The majority of these are located within Brinnington with some small clusters of properties in the Town Centre area, Hillgate and Shaw Heath. The ward also contains the two major public transport hubs within the Borough; Stockport train and bus stations, plus the major arterial roads; the A6 and the M60 Motorway. The ward also has some of the major visitor attractions in the Borough such as the Air Raid Shelter, the Hatworks and the Art Gallery and War Memorial. Brinnington and Central also comprises the two most deprived areas in the Borough (Lancashire Hill and Brinnington), both ranking within the 2% most deprived nationally. Brinnington and Central is home to a large number of key employment sites including Vernon Mill, Meadow Mill and S:Park as well as a large number of Town Centre employment sites.

Davenport and Cale Green

- 3.25 Davenport and Cale Green is located to the south of the Town Centre, between Brinnington and Central and Bramhall North. It has a total population of circa 15,000 with approximately 6300 households. The ward has around 1,570 social rented households, of which 1,195 are Stockport Homes managed properties. There is one train station in the area, Davenport station, located on Bramhall Lane. The ward also contains Cale Green Park; a former Victorian Park with a range of outdoor sports facilities including tennis courts and a bowling green. This ward shares Bird Hall Lane employment site with Cheadle Hulme North and is also home to Hallam Mill.

Edgeley and Cheadle Heath

- 3.26 Edgeley and Cheadle Heath are located close to the Town Centre, between Cheadle Hulme and the Heatons South. It has a total population of 14,176 with 6,399 households. The ward has 1,048 social rented households, of which 783 are Stockport Homes managed properties. Stockport Train station is located on the border between Edgeley and Cheadle Heath ward and the Town Centre. Key employment areas within the Ward include Chestergate and the (as yet undeveloped) Gorsey Bank.

Manor

- 3.27 Manor ward is located in the centre of the Borough, between the Town Centre, lower Bredbury and Offerton. It has a total population of circa 13,500 with approximately 5,900 households. The ward has around 783 social rented households, of which 341 are Stockport Homes managed properties. Key employment sites include the Charles Street / Carrington Field Street area located to the south of the Town Centre.

¹² Stockport Homes are a social housing management company that works together with The Council to manage the housing stock owned by Stockport MBC.

Bramhall and Cheadle Hulme South

Bramhall North

- 3.28 Bramhall North is located in the south of the Borough; it lies between the wards of Cheadle Hulme, Davenport and Cale Green and Stepping Hill. Its south-eastern border lies adjacent to Poynton in Cheshire East. It has a total population of circa 13,000 with approximately 5,300 households. The ward has around 197 social rented households, 3 of which are managed by Stockport Homes. Bramhall Train Station is located on the border between Bramhall North and South wards. There is a Life Leisure Bramhall Sports Centre in Bramhall North, located on the grounds of Bramhall High School on Seal Road. The Ward's only key employment sites are at Adswood Road which includes a potential biomass site, for which planning permission was granted in August 2013.

Bramhall South and Woodford

- 3.29 Bramhall South is located in the south of the Borough; between the wards of Cheadle Hulme South and Bramhall North. It borders Handforth and Wilmslow on its south-western border and Poynton on its eastern side. It has a total population of circa 12,000 with approximately 4,900 households. The ward has approximately 103 social rented households, 54 of which are managed by Stockport Homes. Bramhall Train Station is located on the border between Bramhall North and South wards. Bramhall South also contains the Village Shopping Centre, which offers a wide range of shops and food outlets. Key employment sites within the Ward include The Bramhall Oil Terminal and the Woodford Aerodrome Site. The planning application for Woodford, which includes the retention of a significant employment presence on site and which was granted by Stockport Council in January 2015.

Cheadle Hulme South

- 3.30 Cheadle Hulme South is located in the south-west of the Borough between Heald Green and Bramhall North. It has a total population of circa 13,500 with approximately 5,550 households. The ward has approximately 388 social rented households, of which 325 are Stockport Homes managed properties. The ward has one train station, Cheadle Hulme station, located on Station Road in the village centre. The ward also has Cheadle Hulme Life Leisure sports centre located on the grounds of Cheadle Hulme High School on Woods Lane. The main employment area within the ward is Stanley Road Industrial Estate, located within the south of the Ward and bordering Cheshire East.

Cheadle

Cheadle and Gatley

- 3.31 Cheadle and Gatley is located in the west of the Borough, between Cheadle Hulme and Heald Green wards and borders the Wythenshawe District within the Manchester City Boundary. It has a total population of circa 14,700 with approximately 6,000 households. The ward has 376 Stockport Homes managed properties, 50% are houses and 40% are flats. The ward has 455 social housing households in total. There is just one train station, Gatley station, which is located in the centre of Gatley village, providing regular services to Manchester City Centre and Manchester Airport. There are two Leisure facilities in the area 'Life Leisure

Cheadle'; near Cheadle Village and Cheadle and Marple Sixth Form College sports hall and fitness centre on Cheadle Road. The ward has only one key employment area located along Demmings Lane.

Cheadle Hulme North

3.32 Cheadle Hulme North is located in the west of the Borough between Davenport and Cheadle. It has a total population of circa 13,000 with approximately 5,600 households. The ward has 686 social rented households, of which 447 are Stockport Homes managed properties. The key employment area within the Ward is Bird Hall Lane (this employment area is split between Cheadle Hulme North and Davenport and Cale Green Wards).

Heald Green

3.33 Heald Green is located in the west of the Borough, between Cheadle Hulme and Gatley. It borders the Wythenshawe District within the Manchester City Boundary and has a total population of circa 12,400 with approximately 4,900 households. The ward has 210 social rented households, of which 102 are Stockport Homes managed properties. There is one train station in the ward; Heald Green Station, providing regular services between Manchester Airport and Manchester Piccadilly. Heald Green also has a local shopping centre located on Finney Lane, with around 40 local businesses offering a variety of day to day services and facilities. The ward is home to Cheadle Royal Business Park – one of the largest employment sites in the Borough.

Heatons and Reddish

Heatons North

3.34 Heatons North is located in the north of the Borough, between Reddish on the east and Burnage on its western border. It has a total population of circa 13,500 with approximately 5,750 households. The ward has 476 social rented households, of which 295 are Stockport Homes managed properties. There is one train station in the ward, Heaton Chapel station, on Heaton Moor Road, providing regular services to Stockport Town Centre and Manchester City Centre. Priestnall Life Leisure Centre is located on Priestnall School site on Priestnall Road, it offers a fitness suite, an aerobics studio with a weekly programme of classes and a squash court. The ward also contains Heaton Moor Park located on Peel Moat Road, it offers a bowling green, 5-a-side football pitch, tennis court and toddler play area. The key employment sites within the Ward are Crossley Park and Discovery Park – both located to the north of the Ward

Heatons South

3.35 Heatons South is located in the west of the Borough with Brinnington and Reddish on its eastern border and Didsbury on the western side. It has a total population of circa 14,000 with approximately 6,000 households. The ward has 426 social rented households, of which 286 are Stockport Homes managed properties. The area also has Heaton Mersey Park, which is split over two levels, the higher level has a grass area used for informal games and the lower level has a play area with a slide and swings. Heatons South is home to a large number of the Borough's key employment sites including Embankment Business Park and Kings Reach Business Park.

Reddish North

- 3.36 Reddish North is located in the north of the Borough, adjacent to Heatons North and Reddish South. On its northern border it has Denton and Levenshulme. It has a total population of circa 14,500 with approximately 6,400 households. The ward has 945 social rented households, of which 606 are Stockport Homes managed properties. There is one train station in the area; Reddish North, located on Gorton Road providing regular services to Manchester city centre. The ward also has Reddish North Park, which offers tennis courts, a play area and two bowling greens. Station Road and Houldsworth Mill are the ward's key employment areas.

Reddish South

- 3.37 Reddish South is located to the north of the Town Centre, adjacent to Brinnington and the Heatons. It has a total population of circa 13,600 with approximately 6,200 households. The ward has 847 social rented households, of which 647 are Stockport Homes managed properties. The ward has one train station, Reddish South station on Reddish Road, which operates a limited service. There is one Life Leisure Centre in Reddish South called Houldsworth Village adjacent to Broadstone Mill. The centre offers a state of the art fitness centre, aerobics studio with weekly classes and badminton and basketball courts. The ward's key employment areas are Broadstone Mill and Whitehill.

Marple

Marple North

- 3.38 Marple North ward is located in the east of the Borough with Romiley on its western border and Hayfield and New Mills on its eastern side. It has a total population of circa 12,300 with approximately 5,000 households. The ward has 241 social rented households, of which 95 are Stockport Homes managed properties. There are two train stations in Marple North ward, Marple station on Brabyns Brow and Rose Hill Station off Stockport Road, both providing regular services to Manchester City Centre. The ward also has Brabyns Park, which consists of parkland, woodland and playing fields plus Etherow Country Park and nature reserve in Compstall. Compstall Mills, Railway Road and Westwood Trading Estate represent the areas key employment areas.

Marple South and High Lane

- 3.39 Marple South and High Lane is located in the east of the Borough, adjacent to Marple North. It has Hazel Grove and Offerton on the west and Disley on its southern border. It has a total population of circa 11,400 with approximately 5,100 households. The ward has 492 social rented households, of which 385 are Stockport Homes managed properties. The ward has just one train station, Strines station, located on the border of Marple South and High Lane and this only serves Manchester. There are two Life Leisure Centres in Marple South and High Lane; Life Leisure Marple fitness centre and swimming pool and Marple Sixth Form Campus sports hall and fitness centre. The key employment area in Marple South and High Lane is Goyt Mill.

Stepping Hill

Hazel Grove

3.40 Hazel Grove is located in the south of the Borough between Stepping Hill and Bramhall North wards. It has a total population of circa 14,000 with approximately 6,000 households. The ward has 407 social rented households, of which 326 are Stockport Homes managed properties. There is one train station in the ward, Hazel Grove station, located on Station Street near Hazel Grove village centre which offers services to Stockport Town Centre and Manchester City Centre.. Leisure facilities in the area include Hazel Grove Life Leisure centre on Jackson's Lane, offering a fully equipped gym, swimming pool and a range of aerobic classes. The ward also has Hazel Grove Recreational Centre located on the grounds of Hazel Grove High School, which offers a range of sporting activities to the public outside of school hours. The main employment area within the Ward is located at Melford Road.

Offerton

3.41 Offerton is located in the centre of the Borough, between Marple, Bredbury and Manor wards. It has a total population of circa 13,700 with approximately 5800 households. The ward has 1,210 social rented households, of which 749 are Stockport Homes managed properties.. There is one Life Leisure centre in Offerton called the Dialstone Centre, which is currently at a temporary location on the former site of Offerton High School. Whilst Offerton does offer a range of small employment sites, it is the only Ward within the Borough that does not have any key employment sites.

Stepping Hill

3.42 Stepping Hill ward is located in the centre of the Borough between Hazel Grove, Offerton and Bramhall North. It has a total population of circa 12,400 with approximately 5,300 households. The ward has 281 social rented households, of which 36 are Stockport Homes managed properties. There is one train station in Stepping Hill called Woodsmoor, providing regular services to Stockport Town Centre and Manchester City Centre. The ward also contains the only hospital in the Borough, Stepping Hill Hospital, which treats over 500,000 patients a year. All of the Key employment areas within this Ward are located either side of Bramall Moor Lane – at Newby Road, Rhino Court and Pepper Road.

Werneth

Bredbury and Woodley

3.43 Bredbury and Woodley is located in the north of the Borough, between Brinnington and Central and Bredbury Green and Romiley wards. It has a total population of circa 13,600 with approximately 6,000 households. The ward has 466 properties managed by Stockport Homes. There are 620 social housing households in total. There are two train stations in the ward Bredbury and Woodley, both providing regular services to Manchester City Centre. The ward also has the new Life Leisure Sports Village in Woodley, based on the grounds of the former Woodley Sports Centre. Bredbury and Woodley is home to the Borough's largest employment site – Bredbury Industrial Estate. Other key employment sites include Welkin Mill, Pear Mill as well as other locations along Stockport Road West.

Bredbury Green & Romiley

- 3.44 Bredbury Green and Romiley is located in the north of the Borough, between Bredbury and Woodley and Marple North wards. It has a total population of circa 14,100 with approximately 6,200 households. The ward has 592 Stockport Homes managed properties and 1,334 social housing households in total. There is just one train station, Romiley station, which is located in the centre of Romiley village, providing regular services to Manchester City Centre. The leisure facilities in the area include a Life Leisure centre in Romiley and a library in Bredbury. The area's main visitor attractions are Chadkirk Chapel and Country Estate and the Forum Theatre in Romiley. Key employment areas within the Ward include Green Lane and Romiley Mill.

4.0 The Planning Policy Context

National Planning Policy

- 4.1 National Planning Policy and Guidance relating to Employment is contained within the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).
- 4.2 In March 2012, the Government adopted the NPPF. In March 2014, the Government published the supporting NPPG. This guidance is intended to sit alongside the NPPF and aims to provide additional clarity and information in respect of NPPF Policy. This Employment Land Review has regard to both the National Planning Policy Framework and National Planning Practice Guidance.

The National Planning Policy Framework

- 4.3 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
- 4.4 NPPF Paragraph 6 advises that the purpose of the planning system is to contribute to the achievement of sustainable development. The policies in paragraphs 18 to 219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.
- 4.5 NPPF Paragraph 7 states that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
 - an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
 - a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
 - an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
- 4.6 NPPF Paragraph 17 advises of a set of core land-use planning principles which should underpin both plan-making and decision-taking. These 12 principles are that planning should (inter alia):
 - be genuinely plan-led and be based on joint working and co-operation to address larger than local issues;
 - not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;

- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;
 - always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
 - take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
 - support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
 - contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
 - encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
 - promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
 - conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
 - actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
 - take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.
- 4.7 NPPF Paragraph 18 advises that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.
- 4.8 Furthermore, NPPF Paragraph 19 states that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an

impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

- 4.9 NPPF Paragraph 20 advises that to help achieve economic growth, Local Planning Authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.
- 4.10 NPPF Paragraph 21 builds upon this and states that investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, Local Planning Authorities should:
- set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;
 - set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
 - support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;
 - plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;
 - identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and
 - facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.
- 4.11 NPPF Paragraph 22 advises that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

2. Ensuring the vitality of Town Centres

- 4.12 NPPF Paragraph 23 states that planning policies should be positive, promote competitive Town Centre environments and set out policies for the management and growth of centres over the plan period. In drawing up Local Plans, Local Planning Authorities should:
- recognise town centres as the heart of their communities and pursue policies to support their viability and vitality;
 - define a network and hierarchy of centres that is resilient to anticipated future economic changes;

- define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations;
 - promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres;
 - retain and enhance existing markets and, where appropriate, re-introduce or create new ones, ensuring that markets remain attractive and competitive;
 - allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres. It is important that needs for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites;
 - allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available. If sufficient edge of centre sites cannot be identified, set policies for meeting the identified needs in other accessible locations that are well connected to the town centre;
 - set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres;
 - recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites; and
 - where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity.
- 4.13 NPPF Paragraph 24 states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date local plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.
- 4.14 NPPF Paragraph 28 advises that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development, through:
- supporting the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings;
 - promoting the development and diversification of agricultural and other land-based rural businesses;

- supporting sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside; and
 - promoting the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.
- 4.15 NPPF Paragraph 37 highlights that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.
- 4.16 NPPF Paragraph 51 advises that local planning authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.

Using a proportionate evidence base

- 4.17 NPPF Paragraph 158 states that local planning authorities should ensure that the Local Plan is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. Local planning authorities should ensure that their assessment of and strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals.
- 4.18 Pursuant to this, NPPF Paragraph 160 advises that local planning authorities should have a clear understanding of business needs within the economic markets operating in and across their area. To achieve this, they should:
- work together with county and neighbouring authorities and with local enterprise partnerships to prepare and maintain a robust evidence base to understand both existing business needs and likely changes in the market; and
 - work closely with the business community to understand their changing needs and identify and address barriers to investment, including a lack of housing, infrastructure or viability.
- 4.19 NPPF Paragraph 161 states that local planning authorities should use this evidence base to assess:
- the needs for land or floorspace for economic development, including both the quantitative and qualitative needs for all foreseeable types of economic activity over the plan period, including for retail and leisure development;
 - the existing and future supply of land available for economic development and its sufficiency and suitability to meet the identified needs. Reviews of land available for economic development should be undertaken at the same time as, or combined with, strategic housing land availability assessments and should include a reappraisal of the suitability of previously allocated land;
 - the role and function of town centres and the relationship between them, including any trends in the performance of centres;
 - the capacity of existing centres to accommodate new town centre development;

- locations of deprivation which may benefit from planned remedial action; and
- the needs of the food production industry and any barriers to investment that planning can resolve.

National Planning Practice Guidance – Assessing Economic Development Needs

- 4.20 NPPG provides [specific guidance](#) to support Local Planning Authorities in objectively assessing and evidencing development needs for economic development (which includes main town centre uses).
- 4.21 Paragraph Reference 2a-002-20140306 advises that the primary objective of identifying need is to:
- identify the future quantity of land or floorspace required for economic development uses including both the quantitative and qualitative needs for new development; and
 - provide a breakdown of that analysis in terms of quality and location, and to provide an indication of gaps in current land supply.
- 4.22 Paragraph Reference 2a-003-20140306 advises that need for all land uses should address both the total number of homes or quantity of economic development floorspace needed based on quantitative assessments, but also on an understanding of the qualitative requirements of each market segment. This Paragraph goes on to state that assessment of development needs should be proportionate and does not require local councils to consider purely hypothetical future scenarios, only future scenarios that could be reasonably expected to occur.
- 4.23 Paragraph reference 2a-004-20140306 states that the assessment of development needs is an objective assessment of need based on facts and unbiased evidence and should not apply constraints to the overall assessment of need, such as limitations imposed by the supply of land for new development, historic under performance, viability, infrastructure or environmental constraints. However, these considerations will need to be addressed when bringing evidence bases together to identify specific policies within development plans.
- 4.24 NPPG paragraph reference ID: 2a-005-20140306 advises that there is no one methodological approach or use of a particular dataset(s) that will provide a definitive assessment of development need, however that the use of the standard methodology set out in this guidance is strongly recommended because it will ensure that the assessment findings are transparently prepared.
- 4.25 Local planning authorities may consider departing from the methodology, but they should explain why their particular local circumstances have led them to adopt a different approach where this is the case. The assessment should be thorough but proportionate, building where possible on existing information sources outlined within the guidance.
- 4.26 NPPG paragraph reference 2a-007-20140306 states that local planning authorities should assess their development needs working with the other local authorities in the relevant functional economic market area in line with the duty to cooperate.
- 4.27 It goes on to state local communities, partner organisations, local enterprise partnerships, businesses and business representative organisations, house builders, parish and town councils, designated neighbourhood forums preparing neighbourhood plans and housing associations should be involved from the earliest stages of plan preparation, which includes the preparation of the evidence base in relation to development needs.

- 4.28 NPPG paragraph reference 2a-008-20140306 provides guidance in respect of the scope of economic development needs assessment. The guidance advises that needs should be assessed in relation to the relevant functional area, i.e. the functional economic area.
- 4.29 The guidance goes on to state that establishing the assessment area may identify smaller sub-markets with specific features, and it may be appropriate to investigate these specifically in order to create a detailed picture of local need. It is important also to recognise that there are 'market segments' i.e. not all economic development has the same appeal to different occupants.
- 4.30 Paragraph reference 2a-009-20140306 advises that no single source of information on needs will be comprehensive in identifying the appropriate assessment area; careful consideration should be given to the appropriateness of each source of information and how they relate to one another.
- 4.31 NPPG paragraph reference 2a-012-20140306 states that since patterns of economic activity vary from place to place, there is no standard approach to defining a functional economic market area, however, it is possible to define them taking account of factors including:
- extent of any local enterprise partnership within the area;
 - travel to work areas;
 - housing market area;
 - flow of goods, services and information within the local economy;
 - service market for consumers;
 - administrative area;
 - catchment areas of facilities providing cultural and social well-being;
 - transport network.
- 4.32 NPPG advises using Office of National Statistics (travel to work areas) as a starting point for the assessment area.
- 4.33 In terms of methodology, NPPG paragraph reference 2a-030-20140306 advises that plan makers should liaise closely with the business community to understand their current and potential future requirements. Plan makers should also consider:
- The recent pattern of employment land supply and loss to other uses (based on extant planning permissions and planning applications). This can be generated through a simple assessment of employment land by sub-areas and market segment, where there are distinct property market areas within authorities.
 - Market intelligence (from local data and discussions with developers and property agents, recent surveys of business needs or engagement with business and economic forums).
 - Market signals, such as levels and changes in rental values, and differentials between land values in different uses.
 - Public information on employment land and premises required.

- Information held by other public sector bodies and utilities in relation to infrastructure constraints.
 - The existing stock of employment land. This will indicate the demand for and supply of employment land and determine the likely business needs and future market requirements (though it is important to recognise that existing stock may not reflect the future needs of business). Recent statistics on take-up of sites should be consulted at this stage, along with other primary and secondary data sources to gain an understanding of the spatial implications of 'revealed demand' for employment land.
 - The locational and premises requirements of particular types of business.
 - Identification of oversupply and evidence of market failure (e.g. physical or ownership constraints that prevent the employment site being used effectively, which could be evidenced by unfulfilled requirements from business, yet developers are not prepared to build premises at the prevailing market rents).
- 4.34 In analysing employment land, NPPG paragraph 2a-031-20140306 advises that a simple typology of employment land by market segment and by sub-areas, where there are distinct property market areas within authorities, should be developed and analysed. This should be supplemented by information on permissions for other uses that have been granted, if available, on sites then or formerly in employment use.
- 4.35 When examining the recent take-up of employment land, NPPG states that it is important to consider projections (based on past trends) and forecasts (based on future scenarios) and identify occurrences where sites have been developed for specialist economic uses. This will help to provide an understanding of the underlying requirements for office, general business and warehousing sites, and (when compared with the overall stock of employment sites) should form the context for appraising individual sites.
- 4.36 NPPG goes on to state that analysing supply and demand will allow plan makers to identify whether there is a mismatch between quantitative and qualitative supply of and demand for employment sites. This will enable an understanding of which market segments are over-supplied to be derived and those which are undersupplied.
- 4.37 At paragraph 2a-032-20140306, NPPG advises that plan makers should consider forecasts of quantitative and qualitative need but also its particular characteristics and that local authorities should develop an idea of future needs based on a range of data which is current and robust. The guidance advises that authorities will need to take account of business cycles and make use of forecasts and surveys to assess employment land requirements.
- 4.38 Emerging sectors that are well suited to the area being covered by the analysis should be encouraged where possible within forecasting. Market segments should be identified within the employment property market so that need can be identified for the type of employment land advocated.
- 4.39 The available stock of land should be compared with the particular requirements of the area so that 'gaps' in local employment land provision can be identified
- 4.40 Plan makers should consider:

- sectoral and employment forecasts and projections (labour demand);
 - demographically derived assessments of future employment needs (labour supply techniques);
 - analyses based on the past take-up of employment land and property and/or future property market requirements;
 - consultation with relevant organisations, studies of business trends, and monitoring of business, economic and employment statistics.
- 4.41 NPPG Paragraph 2a-033-20140306 provides advice in respect of assessing the type of employment land that is needed.
- 4.42 The guidance advises that the increasing diversity of employment generating requires different policy responses and an appropriate variety of employment sites. The need for rural employment should not be overlooked.
- 4.43 The guidance also states that labour supply models are based on population and economic activity projections. Underlying population projections can be purely demographic or tied to future housing stock which needs to be assessed separately. These models normally make predictions for a period of 10 to 15 years. Plan makers should be careful to consider that national economic trends may not automatically translate to particular areas with a distinct employment base.
- 4.44 The NPPG also advises that when translating employment and output forecasts into land requirements, there are four key relationships which need to be quantified. This information should be used to inform the assessment of land requirements. The four key relationships are:
- Standard industrial classification sectors to use classes;
 - Standard industrial classification sectors to type of property;
 - employment to floorspace (employment density); and
 - floorspace to site area (plot ratio based on industry proxies).
- 4.45 Paragraph 2a-035-20140306 advises that employment needs assessments should set out clear conclusions and any assumptions made in reaching these conclusions on the levels of quantitative and qualitative predicted need. This will be an important input into assessing the suitability of sites and the local plan preparation process more generally.
- 4.46 NPPG advises that moving forwards, local planning authorities should not need to undertake comprehensive assessment exercises more frequently than every five years although they should be updated regularly, looking at the short-term changes in housing and economic market conditions.

LOCAL PLANNING POLICY

- 4.47 The policies which are used to manage development in Stockport are those set out in the Core Strategy DPD along with policies set out in the Greater Manchester Joint Waste DPD and the Greater Manchester Joint Minerals DPD and those saved policies of the Stockport Unitary Development Plan (UDP) Review (May

2006) which are not superseded by the Core Strategy, Joint Waste or Joint Minerals DPDs.

CORE STRATEGY

- 4.48 The Core Strategy sets an overall strategy and vision, establishing the broad aims and objectives for the use of land in Stockport. It outlines how future strategic development needs including housing, employment, retail, education and healthcare will be met, providing the overall context for how policies and proposals will be used to promote positive change and guide planning and other policy decisions across the Borough.

Core Policy CS7 - Accommodating Economic Development

B1 Development

- 4.49 Development of B1(a) office uses will be focused in the Town Centre, increasing and improving the available office space in the Borough's most sustainable location.
- 4.50 Office and other types of B1 development will also be encouraged in the M60 Gateway, taking advantage of the location close to the Town Centre, thus helping to develop an agglomeration of similar sites. This will enable Stockport to develop land for the growth sectors identified in MIER and RSS, including taking advantage of the predicted growth at Manchester Airport.
- 4.51 Sites such as those at Tiviot Way, Kings Reach, Chestergate and Aurora Business Park, which whilst not having the same high-quality public transport links, are potentially within easy reach of the Town Centre and the motorway. In addition, the Town Centre and M60 Gateway area is well served by the main road network in Stockport and has good links to both the Regional Centre and Manchester Airport.
- 4.52 The majority of the forecasted 110,000sqm of additional floorspace requirement forecast for the plan period should be located in this Town Centre/M60 Gateway. The Council envisages high density office development, particularly in the Town Centre, which will make best use of the available land.
- 4.53 B1 office development will also be encouraged on suitable existing employment sites and in and around District Centres. The employment areas not already mentioned above which are most suitable for office use include Cheadle Royal, Bramhall Moor Lane, Bird Hall Lane, Stanley Green, Battersea Road. Other sites, such as Shepley Lane, Marple and Melford Road are suitable for offices, amongst other employment uses. Stockport's District Centre office market is driven by a local skilled workforce and local amenities and to a lesser extent their existing stock of premises. The key centres in this regard are Bramhall, Cheadle, Cheadle Hulme, and Hazel Grove. The Allocations DPD will identify the sites and areas appropriate for these uses.

Industrial (B2) and Warehousing (B8) Uses

- 4.54 Whilst it is acknowledged that the net level of heavy industrial uses is likely to decline in the Borough, new units are still likely to be required. Consequently such uses will still need to be provided for and existing employment areas are

considered to be the appropriate locations to accommodate these, as well as the moderate rise in warehousing development.

- 4.55 B2 and B8 uses, which are likely to generate heavy goods traffic or be otherwise incompatible with residential areas, will be directed to employment areas with good access to the National Strategic Road Network and Local Primary Road Network, or where such access can be provided. For example, the Bredbury Industrial Area has the opportunity to provide sites for industrial and warehouse uses, due to the size of the plots, the proximity to the motorway network and the fact that there are few residential properties near to the core of the site. The Council will seek to build upon the benefits that clustering of employment uses can bring, with different areas having different roles to play. Those sites identified for employment purposes of this nature will be protected for the purposes of employment and related ancillary uses.
- 4.56 It is expected that the majority of the heavy industrial uses will be located on the existing employment areas, rather than in the Town Centre/M60 Gateway, although there may be some scope for such uses on MEDS sites where there are existing similar uses. An exception to this in the M60 Gateway Area would be the development of land at Tiviot Way, which is well located for the motorway network. Warehousing uses should be located on employment areas with good connections to the National Strategic Road Network and Local Primary Road Network, such as Bredbury Industrial Area.
- 4.57 Furthermore, Section 3.3.4 advises that the Council will ensure that where proposals provide employment opportunities or contribute positively to the economy and where they meet the overarching aims of the Core Strategy, they are assessed accordingly. They will be encouraged in those areas where other employment uses are expected to develop. Other employment uses which are not traditional "B" Use classes and which are regarded as 'Town Centre uses', such as retail and leisure will be subject to sequential testing as set out in the NPPF.
- 4.58 Small-scale employment development for new premises or uses in other areas, such as residential or rural locations, will be acceptable provided they meet criteria set out in development management policies

Other Employment Uses

- 4.59 Small-scale employment development for new premises or uses in other areas, such as residential or rural locations, will be acceptable provided they meet criteria set out in development management policies.

Development Management Policy AED-1

- 4.60 Employment Development in the Town Centre and M60 Gateway - The Council will encourage development of B1 employment uses in Stockport Town Centre and M60 Gateway Area, including the redevelopment of existing office space which is currently underused.

Development Management Policy AED-2

- 4.61 Employment Development in District Centres - The Council will encourage development of office uses in District Centres, including the redevelopment of existing office space which is currently underused.

Development Management Policy AED-3

- 4.62 Employment Development in Employment Areas - The Council will protect employment areas for employment generating uses. Within these areas the Council will have regard to the requirement for flexibility for employment generating uses beyond the traditional employment uses of B1, B2 and B8, based on the criteria set out in PPS4.

Development Management Policy AED-4

- 4.63 Employment Development in Rural Areas - The Council will encourage employment development in rural areas where it is of an appropriate type and scale. This will include the encouragement of new economic development and the need for existing employment sites to be used for employment purposes rather than non-employment uses, thus maintaining the supply of employment sites in these areas.

Development Management Policy AED-6

- 4.64 Employment Sites Outside Protected Employment Areas – Proposals for the change of use or redevelopment of employment sites outside designated employment areas which result in the loss of that use will not normally be permitted unless:
- a) it can be demonstrated that the site is no longer viable as an employment use;
 - b) the proposal will not adversely affect the operations of neighbouring premises;
 - c) the loss of employment land would not lead to significantly longer journey to work patterns; and
 - d) the development does not conflict with other policies.
- 4.65 The extension of existing employment premises will be permitted where it does not conflict with other policies.

SAVED POLICIES OF THE UNITARY DEVELOPMENT PLAN REVIEW (2006)

- 4.66 The Stockport Unitary Development Plan (UDP) Review (adopted 31st May 2006) also forms part of the current statutory development plan for the Borough.
- 4.67 The [saved policies](#) of the Stockport UDP Review which are not superseded by the Core Strategy, Joint Waste or Joint Minerals DPDs are used to manage development in Stockport. The relevant saved policies are outlined below.

Policy E1.1 Location of New Industrial Development

- 4.68 Policy E1.1 advises that new industrial developments (Use Classes B2 and B8) will be permitted:
- (i) within existing and proposed Employment Areas identified on the Proposals Map;
 - (ii) within appropriate sites in the Stockport M60 Gateway; or
 - (iii) within Policy Guidance Areas where industry would be an acceptable use.
- 4.69 This policy also states that proposals for industrial developments outside these areas may also be permitted provided that they do not conflict with other UDP policies and that all sites for industrial development should be appropriate in size and scale to their surrounding area, must not conflict with other UDP policies for

housing, retail and the protection of the built and natural environment, as well as having good access to the highway network and public transport.

Policy E1.2 Location of New Business Premises and Offices

4.70 Policy E1.2 states that new business premises and office developments will be permitted in the following areas:

(i) within Employment Areas identified on the Proposals Map, on appropriate sites within the Stockport M60 Gateway, or in Policy Guidance Areas where office and business uses are listed as acceptable;

(ii) within or adjacent to the town centre and district centres.

Policy E1.2 states that proposals for office developments outside these areas may also be permitted provided that they do not conflict with other UDP policies. All sites for office development should be appropriate in size and scale to their surrounding area, must not conflict with other UDP policies for housing, retail and the protection of the built and natural environment, as well as having good access to the highway network and public transport.

Policy E3.1 Protection of Employment Areas

4.71 Policy E3.1 advises that in Employment Areas shown on the Proposals Map, development involving business and light industry (B1), general industry (B2) or warehousing (B8) will be permitted, provided that development on land close to residential areas will not have a materially detrimental effect on the living conditions of residents.

4.72 This policy also states that alternative uses, which will be considered on their merits, taking into account the factors set out below, include:

(i) sui generis commercial uses, such as car showrooms, where they create job opportunities, assist in the regeneration of an employment area, or may enable the retention and/or expansion of existing firms and are proposed in conjunction with employment uses such as servicing and workshop facilities.

(ii) complementary commercial and leisure uses, where suitable sites can be identified. Such uses could include indoor sports facilities and food and drink outlets of a modest scale, hotels, day nurseries and other uses that can provide a service to local firms or people working in the area.

4.73 Policy E3.1 states that development within both these categories will only be permitted if the extent to which the area can function as an Employment Area will be maintained or enhanced. Factors to be taken into account are job creation, the availability of land for employment uses and the compatibility of the proposed use with the use of the adjacent land for employment purposes. Proposals involving the following uses are likely to be deemed unacceptable: retailing, retail warehousing, airport related car parking and housing.

Policy E3.2 Refurbishment of Older Buildings in Employment Areas

4.74 This policy states that the Council will permit the refurbishment of mills and other buildings in Employment Areas for continued industrial or business use and that proposals for non-employment use may also be considered in the retention of a building that is listed or in a Conservation Area.

Policy E4.2 Office Conversions

- 4.75 Policy 4.2 advises that within the Town Centre, District and Local Centres the Council will permit the conversion of appropriate buildings into office suites, subject to the consideration of other relevant UDP policies, including the protection of retail frontages.
- 4.76 The policy goes on to state that proposals for converting premises or parts of buildings outside these areas will also be allowed provided:
- (i) the degree of intensification of use likely to arise is minimal;
 - (ii) the impact upon the highway network is acceptable and there is access to the site by sustainable transport modes;
 - (iii) the proposal is without adverse impact upon the character and environment of the surrounding area; and
 - (iv) both Policies HP1.3 (Avoidance Of Loss Of Dwellings) and TD1.4 (Parking In Developments) can be satisfied.

5.0 Consultation

Introduction

- 5.1 As outlined within the previous section, the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) advises that plan makers should liaise closely with the business community to understand their current and potential future requirements when considering employment land.
- 5.2 The NPPF Paragraph 160 as well as NPPG paragraph reference 2a-030-20140306 advises that local planning authorities should work closely with the business community to understand their changing needs and identify and address barriers to investment.
- 5.3 This section of the study outlines the strategy that was undertaken in respect of consultation and liaison with the local business community.

Methodology

- 5.4 In order to ensure that a suitable level of consultation has been undertaken, discussions with SMBC were undertaken to identify the relevant parties to be consulted as part of the study.
- 5.5 These discussions identified the following parties:
 - Key local occupiers
 - Local office and industrial agents;
 - Local developers;
 - Local authority officers including policy, and economic regeneration specialists, based on development management data.
- 5.6 The strategy for consulting with these bodies is outlined below:

Key Local Occupiers

- 5.7 Given the very poor response rate experienced in the comprehensive business community survey set up to support the 2015 Employment Land Review, a different approach was this time adopted to engaging with the local business community.
- 5.8 Instead of circulating a questionnaire to all of the Borough's economic players, the consultation exercise focused on targeted key occupiers who had recently taken up large amount of floorspace in Stockport.
- 5.9 Engagement was done through a series of meetings and phone calls, which sought to identify local business perceptions regarding their rationale for locating in the Borough, quality of existing accommodation as well as likely requirements for future accommodation.

Local Office and Industrial Agents & Local Developers

- 5.10 A similar targeted approach was adopted to engage with local agents, developers and landowners.
- 5.11 Discussions with SMBC helped identified key actors in the local land and property market, and meetings were arranged with relevant parties to explore market trends and key issues facing owners and occupiers within Stockport and the wider South Manchester area.

- 5.12 Where relevant, the discussions also focused on the specific sites reviewed in the Employment Land Review, and the insights gained about given sites were reflected in the sites' assessments and scoring (as summarised in Appendix II).

Local Authority Officers

- 5.13 Regular meetings and discussions were undertaken with the Local Authority. Consultation was undertaken in the form of regular meetings and a series of briefings which provided an open forum for strategies, methodologies and findings to be discussed and debated.
- 5.14 Local authority officer anecdotal experience was also considered as well as previous research papers and studies that had been undertaken by the Local Authority in respect of employment land within the Borough.
- 5.15 The findings of this consultation are provided below.

Findings

- 5.16 Within the following paragraphs, the information gathered as part of discussions and consultation with key local occupiers, agents, landowners, developers and the Local Authority are summarised to give an indication of the perception of current market conditions and the key issues faced by owners and occupiers of employment accommodation within the Borough.
- 5.17 For ease of reference the responses are categorised by subject topic.

Market Conditions

- 5.18 Responses in respect of market conditions were generally consistent between all parties consulted.
- 5.19 The general consensus was that market conditions are generally improving.
- 5.20 The perception of local agents and developers was however that demand in the Office market varies largely depending on the location, with occupiers expressing clear preference for town centre space so that the situation is more difficult in other places, including out-of-centre business parks. Additionally, some local agents report a slowdown in demand for large office properties since the Brexit referendum.
- 5.21 Conversely, the feedback received in respect of the industrial market is that the market is currently very buoyant, pushing prices up and occasionally making it difficult for occupiers to find suitable space.
- 5.22 Particularly popular areas of the Borough in employment land terms were highlighted as being Bredbury, Aurora, Reddish, S:Park and the M60 / A6 corridors (B2/B8 Uses) and Cheadle as well as the Hillgate area of the Town Centre (B1(a) Uses).
- 5.23 In addition, the south of the Borough along the A6 MARR was considered to be a key potential future growth location: the release of Green Belt land required to unlock this area is however contrary to the Council's adopted development plan, so that growth in this area is unlikely to be deliverable under the current policy framework.

Stockport Borough- Highways strengths

- 5.24 A majority of the persons contacted identified the road connectivity of Stockport Borough to major transport links as a key strength in attracting and retaining businesses. Proximity to the M60, Manchester and the airport were all referenced as important assets influencing business decisions. This was considered to be a particular advantage in terms of attracting large footloose companies with a large search radius (these are businesses with few local ties, which have the flexibility to locate in any area that matches their operational criteria at the best value).

Stockport Borough- Workforce

- 5.25 The second key strength of the Borough that emerged from the discussions was access to skilled local workforce, as well as the close ties between Stockport businesses and the local community. The general impression was that an important share of the Borough's companies are small to medium businesses originally set up locally so that they have close connexions to the local workforce. This seems to have a significant positive impact on business retention; anecdotally, evidence exists of local business owners being reluctant to relocate to accommodation outside of the Borough despite a lack of suitable provision within Stockport.
- 5.26 Conversely, a number of elements were regularly cited as adversely impacting the attractiveness of the Borough.
- 5.27 While it was regularly mentioned that recent developments like Stockport Exchange are starting to significantly improve the image of the Town Centre to prospective occupiers, concerns were raised about certain areas which are physically located within the Town Centre but are generally poorly perceived on the market because of their lack of vibrancy. The area to the south of the station, beyond Edward Street, was anecdotally referred to as a "no man's land" during discussions, showing that additional efforts would be required to improve perceptions of the Town Centre.
- 5.28 Another key issue identified during the engagement process was that congestion is increasingly problematic for the Borough, notably on the A6. There were some reports that perceptions about traffic in the area are starting to lead prospective occupiers to choose against locating in Stockport, while businesses have occasionally been reported to relocate outside of the Borough because of recurring congestion issues.
- 5.29 While the forthcoming A6MARR was generally welcomed, some doubts were expressed regarding its ability to sufficiently address traffic issues.
- 5.30 Finally, most consultees stated that a lack of quality accommodation within the Borough was a current weakness, noting that the quality of existing stock has kept degrading over the past few years. It was often highlighted that bringing forward additional strategic land would improve the commercial property offer of the Borough, and enable it to better compete with surrounding local authorities to attract economic growth.
- 5.31 While the ongoing efforts of the Borough to provide support in upgrading existing premises to better standard were generally saluted, it was mentioned in a few instances that more could be done to develop trust and collaboration between the Council and site owners to support delivery.
- 5.32 Vacancy Rates

- 5.33 Responses received in respect of vacancies fluctuated depending upon the sector that the respondent operated within. The general perception was that there are large numbers of vacancies in an overarching sense, however that these vacancies are made up of un-refurbished or out-of-centre dated office stock and low quality, poorly located, unattractive industrial stock and that other areas of the market were experiencing lower vacancies.
- 5.34 Most consultees outlined that large industrial/warehousing unit vacancies were exceptionally low and that additional provision would need to be made to respond to this lack of provision. Interestingly, this perception was equally shared by developers, agents and occupiers, which all reported rise in enquiries and difficulties in finding suitable properties to accommodate this demand, in terms of both quality and affordability. We consider this reflective of pent-up demand across the Borough.
- 5.35 It was furthermore stated that businesses have consequently been forced to look outside the Borough to meet their requirements.

Accommodation

- 5.36 Most respondents suggested that the quality of accommodation was a key consideration in determining where businesses located within the Borough.
- 5.37 Whilst it was largely acknowledged that demand for very poor quality space at extremely low rents and used for low value activities like storage was a long-standing characteristic of the Borough, it was discussed that improving the overall quality of the stock would be key to attract higher value businesses to the area.
- 5.38 Parking provision and amenity are also key considerations whilst yard area is considered to be a significant consideration for those seeking industrial accommodation.
- 5.39 Whilst it only included limited direct engagement with local businesses, the consultation exercise with local agents, developers and the local authority have provided a good overview of market sentiment within the Borough.
- 5.40 Interestingly, the consultation process identified a number of reoccurring themes relating to market demand, as well as the strengths and weaknesses of the Borough in attracting and retaining businesses.
- 5.41 Many of these themes are re-iterated within the independent market assessment that is undertaken in the following section.

6.0 Stockport Commercial Land and Property Market

Introduction

- 6.1 This section describes current property market conditions in Stockport and the surrounds, with particular focus on south Manchester. This includes recent trends in the demand and supply of industrial and office space. The analysis is based upon the Co-star Focus commercial property database and the local market knowledge of property consultant CBRE, which has been supplemented by discussions with property developers and local agents.

Overview

- 6.2 Stockport has a rich heritage as the historical driving force of the industrial revolution in the region, with 40 mills still visible around Rivers Goyt, Mersey and Thame, of which 20% are Grade II or II* listed and 30% locally listed¹³. The Town Centre began to redefine itself in the 1960s and 1970s, with the development of the Merseyway Shopping Centre and various high rise office buildings complementing the existing historic Markets area. More recently the town has started to undergo further change with the delivery of the Stockport Exchange business district adjacent to the station (for which planning permission was granted in July 2014), the Redrock Stockport retail and leisure development adjacent to the Merseyway Shopping Centre which is complete and open to the public and the successful recent industrial/ distribution schemes at Aurora and S:Park.¹⁴
- 6.3 As a business location, Stockport's major strengths are its economically active, educated workforce and transport connections:
- The Borough is also the second largest economically active population in Greater Manchester with 77.3% of working age residents in employment (2011)¹⁵. Stockport performs above the national average with 41.1% of residents educated to NVQ level 4 and above in 2016. Understanding in more detail the subjects in which residents complete their education would however be useful to understand in which sectors the Borough is likely to specialise in the future and support this through adequate premises.¹⁶
 - Stockport is one of the most populous Boroughs in Greater Manchester with 290,200 residents (2016) making up 10.5% of the wider conurbations total residents. It has however experienced the lowest population growth rate of the 10 Local Authorities since 2006.
 - There are direct rail connections to Manchester City Centre (7 miles north), London and major cities such as Birmingham, Sheffield, Liverpool and Bristol.
 - Proximity to Manchester Airport also allows businesses and residents to benefit from the opportunities generated through international trade and investment. The Airport is the subject of a Masterplan guiding development to 2030.

¹³ Source: Review of Stockport's mills, June 2017

¹⁴ <http://www.stockport.gov.uk/services/business/keyregenerationprojects/bridgefieldrev2/>

¹⁵ Source: ONS/ Nomis 2017

¹⁶ Source: ONS Annual Population Survey, Jan 2016-December 2016 / Stockport Local Economic Assessment 2017

- The Town also has direct access to the M60 with four junctions in the Borough and transport will be improved to the south with the delivery of the A6MARR in 2018.
- 6.4 Challenges to business growth include:
- Perception that the Town Centre’s retail, office and leisure offer remains dated or weak in some parts.
 - A persisting lack of Town Centre business amenity provision despite recent improvements, i.e. high quality office space, hotels, restaurant offer, plentiful parking and extensive Grade A office provision.
 - An insufficient provision of modern, high quality light industrial units in accessible locations.
 - A market perception that the number of ‘high growth’ businesses in the Town is lower than what could be expected, which might reduce the attractiveness of the area to potential top-performing businesses that would like to locate in a high-value cluster. This perception is confirmed by the fact that average earnings in the Borough’s businesses are lower than its residents’ average earnings, showing that the highest earners tend to commute outside of the Borough to work.
 - Net out-commuting flows: while around 48,000 persons commute into the Borough daily, around 59,000 of Stockport’s residents commute out to other areas, resulting in a net out-commuting flow of nearly 11,000.
- 6.5 Many of these issues are currently being addressed through the £1 billion Investing in Stockport programme, but the scale of the task may imply that further initiatives are required to provide a comprehensive response to these challenges

Office Supply/Demand

- 6.6 Since the 1960s Stockport Town Centre has been an attractive location for office development due to the fundamental strength of the workforce and high levels of connectivity. As a result, the Town exhibits a wide variety of office developments from various decades. Many of these buildings were built for specific public sector tenants and upon their departure the Town has been left with large buildings that landlords then attempt to multi let to a number of tenants.
- 6.7 At present, it is estimated there is circa. 147,526 sqft 500,000sq.ft of office availability in Stockport Town Centre, below the 5 year average of 262,825 sqft. In comparison the take up of space in the Town Centre for 2017 was around 98,993 sq.ft per annum, above the 5 year average of 51,785 sqft., with the average tenant taking 3,030sq.ft (– 22-25 staff).
- 6.8 This suggests that the large surplus of Town Centre Office space which was identified in 2014 and drove rents down therefore seems to have been corrected since the last Employment Land Review, pointing to a better economic environment. The market seems currently more balanced, with sufficient availability to accommodate demand for circa 1.5 years at the current rates.
- 6.9 Notwithstanding these evolutions, there still remains a certain amount of unfit for purpose, dated office space across the borough (often called secondary space). This issue is common in many markets and is expected to become highly problematic for landlords given that the recently adopted Minimum Energy Efficiency Standards Regulations will make it unlawful to let buildings that do not

have an Energy Performance Certificate (EPC) above grade E after 2018. According to DCLG's live table on recorded Energy certificate ratings per Local Authority, around 10 per cent of non-residential properties in Stockport currently have a rating below of G or F, while nearly 30 per cent just achieve an E rating. In consequence, the risk of obsolescence for these properties is enhanced by this statutory provision

- 6.10 New office development in the Town Centre was last evidenced by the completion of phase 2 of the 50,000 sq. ft. Stockport Exchange by Stockport Council and their development partner Muse, now fully let to Stagecoach (31,375 sq.ft) and Music Magpie (10,120 sq.ft) after being brought forward on a speculative basis¹⁷. Planning permission for phase 3 including a 6 storey office block was submitted in late 2017 with a subsequent phase 4 for offices planned. This is a fairly unique development for the Borough, where no other scheme of a comparable scale has been delivered in the recent past. It is understood from the market engagement exercise that commercial developers would not be ready to bring forward a similar speculative Grade A office scheme in the Borough under current market circumstances.
- 6.11 Due to its transport connections, Stockport has developed a significant 'out of town' office market, which grew significantly during the 1980s and 1990s. The Borough's two major out of town sites are located at the Kings Reach business park at J1 of the M60 and Cheadle Royal Business Park located off the A34. Kings Reach has seen recent activity with the development of additional office facilities for CDL. Cheadle Royal has two remaining plots at Lakeside and Oakfield, which can provide up to 95,000sq.ft. of office space. However, recent increases in vacancy rates have been reported at Cheadle Royal, with nearly 80,000 sq. ft. reported to be vacant. In consequence, it is understood that the site owners do not consider further development of offices on the site to be viable, and it is expected that a planning application for a non-employment development is forthcoming one of the vacant plots.
- 6.12 Orbit Developments are the single biggest office landlord in Stockport with 14 buildings in the Town Centre and Cheadle, successfully providing refurbished office accommodation in the Borough. Orbit has fully let their Park Square development at Birdhall Lane, and completed a number of large lettings in the town centre over the past years (including 14,500 sq ft let to Capita Travel at Regent House, and 7,060 sq. ft. let to Payzone at Highbank House). It is understood that they now have design and build office opportunities available, but are unlikely to develop new schemes on a speculative basis
- 6.13 Following a similar trend to the Town Centre, office space availability on the edge of Cheadle village has also significantly decreased there over the last year, with 950 sqft currently vacant, compared with a five year average of 25,079 sqft..
- 6.14 Figure 6.1 below, identifies the level (sq.ft.) at which office floorspace has been taken up across the Borough over the last 7 years. It shows a clear increase in take-up since the last Employment Land Review in 2014, confirming the market feedback provided in previous sections.

¹⁷ <http://www.stockportexchange.co.uk>

Office Take Up

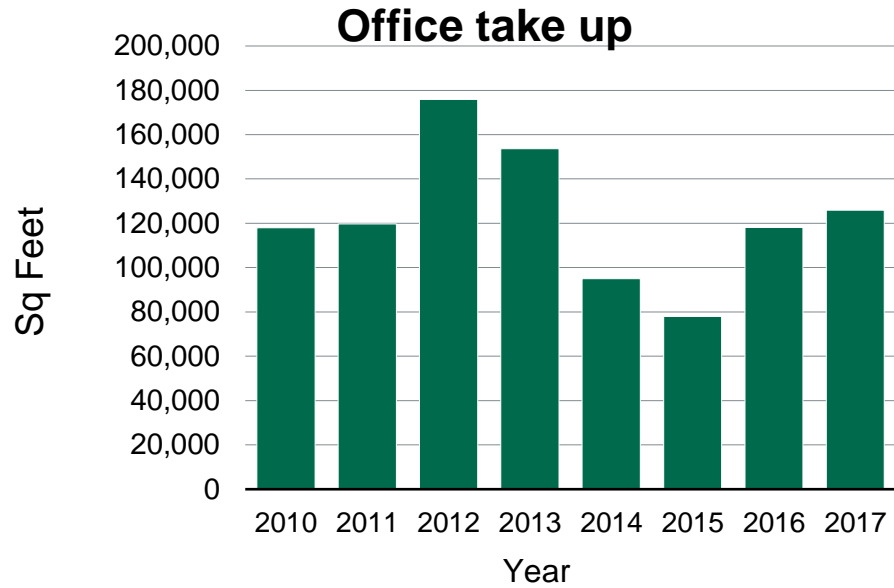


Fig. 6.1: Office Take up in Stockport, 2010-2017

Office Rents

6.15 The table below highlights the current prime (Grade A) and secondary rents in the following markets:

Table 6.1: Prime and Secondary Rents in Surrounding Local Markets – Source: CBRE and Costar

Location	Type	Rental Range
Stockport Town Centre	Grade A space	£18.5 per square foot
	Secondary space	£10-12 per square foot
Stockport Borough	Out of Town Grade A space	£18.50 per square foot
	Out of Town Secondary space	£10-12 per square foot
Wilmslow Town Centre	Grade A space	£17.50 per square foot
	Secondary space	£12 per square foot
Altrincham Town Centre	Grade A space	£13.50 per square foot
	Secondary space	£13.50 per square foot
Manchester City Centre	Grade A space	£34 per square foot
	Secondary space	£15-£20 per square foot

Location	Type	Rental Range
Airport City	Grade A space	£22.50 per square foot
	Secondary space	£22.50 per square foot

Future Office Demand

- 6.16 At present, CBRE are aware of 134 enquiries from prospective occupiers actively looking for office space in the south Manchester and Salford Quays market. At the same point in 2016 there were 66 requirements, reflecting an increase of 103%.
- 6.17 Because of a lack of development in recent years, there is now a lack of existing new and high quality office space (often called Grade A space) in the South Manchester market and occupiers with this requirement for occupation in the next two years will frequently have to consider refurbished second hand space. It is understood that this situation is unlikely to evolve without public intervention as occupiers’ willingness to pay for Grade A space in the area is generally too low to make such new office schemes viable for private developers.
- 6.18 Alternatively, if occupiers can delay occupation they may consider design and build opportunities or pre-letting proposed developments, but these will typically take in the region of 18 – 24 months to deliver, and demand is reportedly low for this kind of development.
- 6.19 The expectation is that future office requirements will be focused towards urban areas with good amenity and public transport links as opposed to isolated business parks that only realistically have vehicle access. This trend towards accessible locations with good amenity space is a significant feature of current occupier decisions in South Manchester.

Industrial Demand /Supply

- 6.20 Stockport has a wide variety of industrial space; ranging from the legacy of the industrial revolution to modern estates like Aurora Business Park at Gorseley Bank and S:Park at Portwood which offers “best in class” B8 units.
- 6.21 Many of Stockport’s industrial areas are not particularly well defined and share areas with residential/employment uses. However, there are particularly well defined estates at Bredbury, Whitehill in Reddish, Birdhall Lane in Cheadle and Stockport Industrial Estate; each of which are generally well laid out, with a good provision of modern and well specified units. There are some estates with good characteristics but that lack critical mass or suffer from other detrimental factors like poor accessibility, limited amenity offer or highly fragmented ownerships leading to compromised building plots.
- 6.22 In terms of demand, there is strong appetite from occupiers for the very best space in highly accessible locations.
- 6.23 At S:Park and Aurora Business Park, developers have embarked on high quality speculative schemes, for which units are being let at record rents or directly sold to occupiers.

- 6.24 CBRE research and market analysis shows that developers are very confident in the Stockport market and would replicate an S:Park/ Aurora scheme on a speculative basis if a similar site was available, for example as an extension to Bredbury Industrial Estate as proposed in the October 2016 Draft Greater Manchester Spatial Framework, or on site along the A6MARR. This level of confidence is driven not only by a lack of supply around key locations at the M60 in Stockport but also a lack of supply in South Manchester and the North-West generally, including Trafford Park which represents the best industrial location in the North West of England. This confidence is compounded by the strong property investor preference for modern multi let premises under 50,000 sq. ft., for which rental levels keep growing.
- 6.25 As a demonstration of the weight of demand for light industrial units in south Manchester, CBRE research recorded a take up of 687,328 sq.ft. of space across units of less than 50,000 sq.ft. in South Manchester for 2016. While this is down from a peak take up of 893,811 sq.ft in 2014, this decrease is understood to be fully explained by availability constraints, as supply has been failing to meet demand in recent years.
- 6.26 Table 6.2 below identifies the average rental ranges for industrial floorspace in Stockport and surrounding local markets.

Industrial Rents

Table 6.2 : Industrial Rents in Surrounding Local Markets- Source: CBRE and Costar

Location	Rental Range	
Stockport	Prime	£6.50-£7.50 per square foot
	Secondary	£1.30-£6 per square foot
Trafford Park	Prime	£6.50-10.20 per square foot
	Secondary	£5-£6 per square foot
Wythenshawe	Prime	£4 - £5.75 per square foot
	Secondary	£2.75- £4 per square foot
Airport City	Prime	£6.00-£7.15 + per square foot

Current Industrial Demand

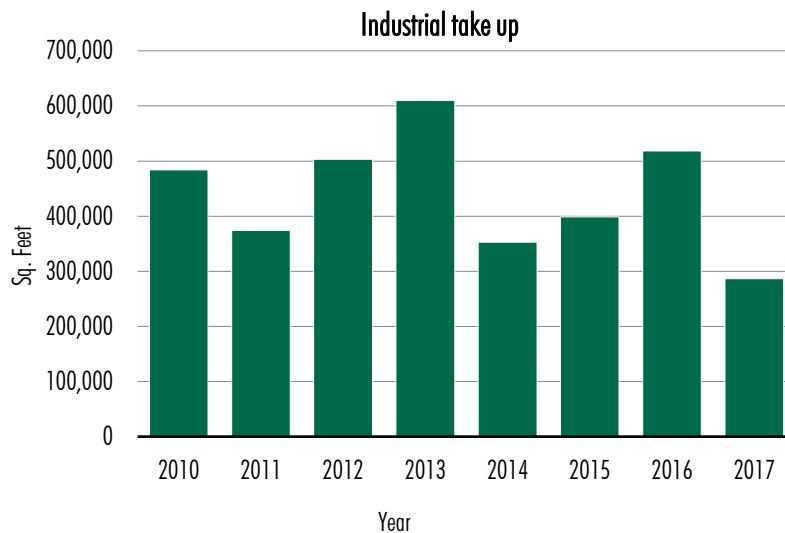


Fig. 6.2: Stockport Industrial Floorspace Take up 2010-2017 – Source: Costar

- 6.27 Take up in Stockport in the past 5 years as shown in fig 6.2 has averaged circa 450,518 ft² at an average unit size of approximately. 5,900 ft².
- 6.28 It is suggested from the market engagement exercise and the evidence of pent-up demand for industrial/ warehousing space in the Borough that the reduction of take-up reported in recent years in Figure 6.2 is caused by the lack of available supply rather than by a lack of demand.

Inward Investment

- 6.29 Stockport has a good track record of attracting inward investment with recent examples including:
 - Chillli Apparel – In 2016, clothing manufacturer and wholesaler acquired Chain Point, a 150,000 sq. ft. distribution warehouse on Bredbury Industrial Estate
 - Boutinot Wines – Wine merchants relocated from Gatley to significantly larger premises at The Point in Cheadle (18,477 sq ft) in July 2016
 - Creative Support –this charitable institution relocated from Manchester City Centre to 18,000 sq ft at Grosvenor House in November 2016
 - Capita Travel & Events – In October 2016, the company took up 18,500 sq ft of office space at Regent House in Stockport town centre.
 - Cheshire Datasystems Ltd – In 2013, Cheshire Datasystems made a £20m commitment to developing new office space at the King Reach Business Park at J1 of the M60. Work is currently underway.

Needs of Local Business

- 6.30 Stockport is a very strong location for business with just over 13,000 companies in the Borough. 95 per cent of these businesses employ 20 people or less¹⁸, and a

¹⁸ NOMIS 2018

significant proportion of these businesses are local start-ups, as the Borough's business start-up creation and survival rates are higher than both the Greater Manchester and the National average¹⁹²⁰.

- 6.31 Interestingly, NOMIS statistics show that the earnings of residents of the Borough are on average higher than the earnings of workers employed by the Borough's businesses (£565.5 versus £518.5 gross earnings per week)²¹. These combined figures indicate that there is scope for local businesses to grow both in size and in productivity/ value creation, to offer increased local work opportunities for high-earning residents. Supporting this progress is imperative to unlock GVA growth in the Borough, and high quality, suitable property solutions are key to this.
- 6.32 In the current market, there is a limited amount of highly accessible light industrial units. The success of S:Park has demonstrated the considerable appetite for these types of units. In particular, there is a shortage of modern multi-units schemes providing units up to 50,000 sq.ft and without this type of provision Stockport will lose occupiers seeking larger amounts of space to surrounding areas. This corresponds with the experience of local agents, developers and occupiers, which is summarised within Chapter 5.
- 6.33 These types of units are often difficult to develop because they require large expanses of flat land in highly accessible locations.
- 6.34 While the current supply of offices seems adequate to meet existing local demand, a future shortage of high quality office space, a shortage of high quality, affordable office accommodation in the Town Centre may start to emerge if some of the existing good quality stock were lost to other uses, for example through permitted development rights. This should therefore be closely monitored to avoid future constraints on growth.
- 6.35 Similar considerations are applicable to industrial land, where the loss of any large, key site to non-employment uses could significantly impact ability to meet demand.

Future Growth

- 6.36 As a Borough there is a great deal of activity, which should help to attract and enhance local businesses. Stockport Council's *Investing in Stockport* programme is currently improving the Town Centre's accessibility through the access package, delivering a leisure scheme at Bridgefield and creating new office and hotel development at Stockport Exchange. The combination of these projects will ensure that the Town Centre becomes an attractive business location.
- 6.37 In terms of light industrial development, the opportunities for development at Brighton Road and Gorsey Bank (Aurora Business Park) identified in the previous Employment Land Review report seem to have materialised, with schemes now being delivered on both sites.

¹⁹ ONS Business demography, November 2017

²⁰ Stockport Local Economic Assessment, 2017

²¹ NOMIS 2018

Conclusions

- 6.38 The Stockport property market has some strong fundamental characteristics that underpin its resilience, attractiveness to businesses and inward investment.
- 6.39 SMBC has identified the importance of the Town Centre and has taken interventionist steps to address some deficiencies, through the Investing in Stockport programme. Further risks remain, especially concerning the oversupply of poor quality industrial and office floorspace where obsolescence is a risk.
- 6.40 In terms of industrial space, the Borough has an extensive provision of employment land but the quality is generally poor and does not meet the needs of many of the companies seeking space within Stockport, as reported in the market engagement exercise performed within this review.
- 6.41 While a full review of what the specific requirements of these potential occupiers is out of the scope of an Employment Review and should be performed as part of a comprehensive review of the Borough's economic strengths and potential, it is clear that there is currently a mismatch between supply and expectations, which represents a growth constraint. Indeed the lack of quality provision is starting to have a serious quantitative impact on the provision of adequate employment land, skewing the actual employment land supply figure upwards.
- 6.42 There are opportunities available to rectify this situation and market conditions are highly favourable to facilitate new light industrial developments in accessible locations.

7.0 Employment Sites

QUANTITATIVE ANALYSIS

- 7.1 To assess quantitative supply within the Borough, the following two main aspects have been considered:
- The amount and distribution of the existing stock of employment floorspace, distinguishing between vacant and occupied space; and
 - The amount and distribution of employment land supply and associated potential new floorspace.
- 7.2 Further detail on the methodology and findings of this assessment (which include a commentary on the main characteristics of quantitative supply) are set out below:

EXISTING EMPLOYMENT STOCK

Total Existing Employment Floorspace

7.3 For the previous Employment Land Review, the most reliable and up to date figures for existing floorspace provision at the Sub-District level were provided by the Greater Manchester Forecasting Model (updated Autumn 2013). While the model was updated in 2017, the new issue however no longer includes floorspace figures in its dataset. As such, the most up to date information is now found in data collected by the Valuation Office Agency, with figures available up to 2016.

7.4 The data identifies the total amount of floorspace by sector, notably office and industrial. Based upon the latest figures Stockport Borough currently has 1,990,000 sqm. of employment floorspace, as shown in Fig 7.1 below.

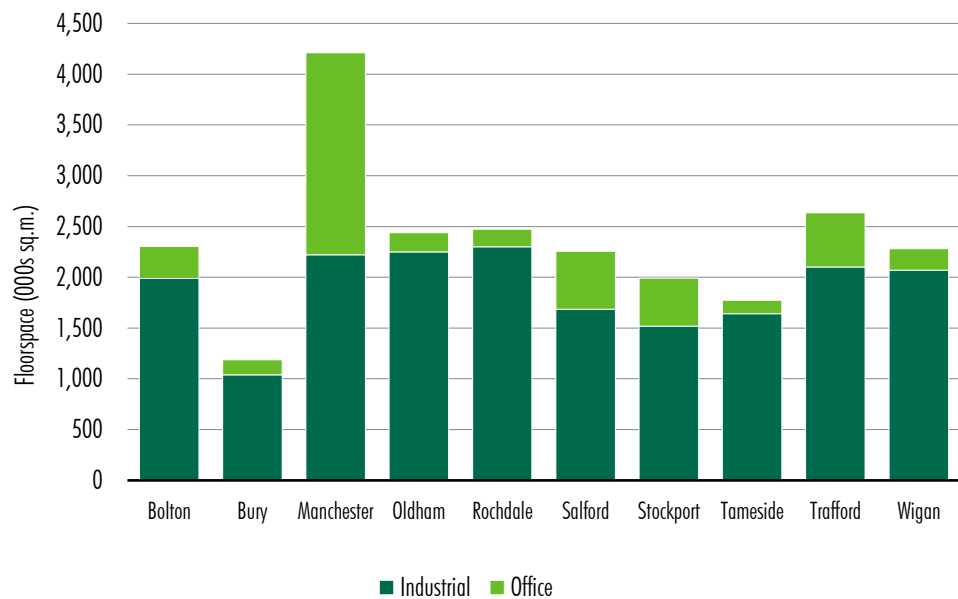


Fig 7.1 Greater Manchester Districts by Employment Floorspace

- 7.5 Out of the 10 Greater Manchester Local Authorities, Stockport ranks 7th in terms of its overall employment floorspace provision, which totals 1,990,000 sqm.
- 7.6 Of this 1,990,000 sqm. some 472,000sqm. (25%) is utilised as office floorspace and 1,518,000 sqm. (75%) is used as industrial floorspace (including warehouses) as shown in Fig 7.2 below.



Fig 7.2: Stockport floorspace ratio within the context of North West and Greater Manchester average.

- 7.7 As identified in Fig 7.2 Stockport has similar ratios of office / industrial floorspace to the Greater Manchester and North West average, with only a slightly higher proportion of office space than average.
- 7.8 The overall level of floorspace gives a view of the amount of floorspace, however in order to build up a more detailed picture of provision within the context of the working population, it is useful to provide floorspace figures expressed as an index of total working population.
- 7.9 Figs 7.3 and 7.4 show the level of office, industrial and warehousing floorspace expressed as an indices of the overall working population.



Fig 7.3: Greater Manchester Districts Office Floorspace per Capita (working population)

7.10 As identified in Fig 7.3, Stockport provides just over 2.6 metres of office floorspace for every member of the working population. Manchester, Salford and Trafford provide more floorspace, however given that these areas comprise the Regional Centre, this is to be expected.

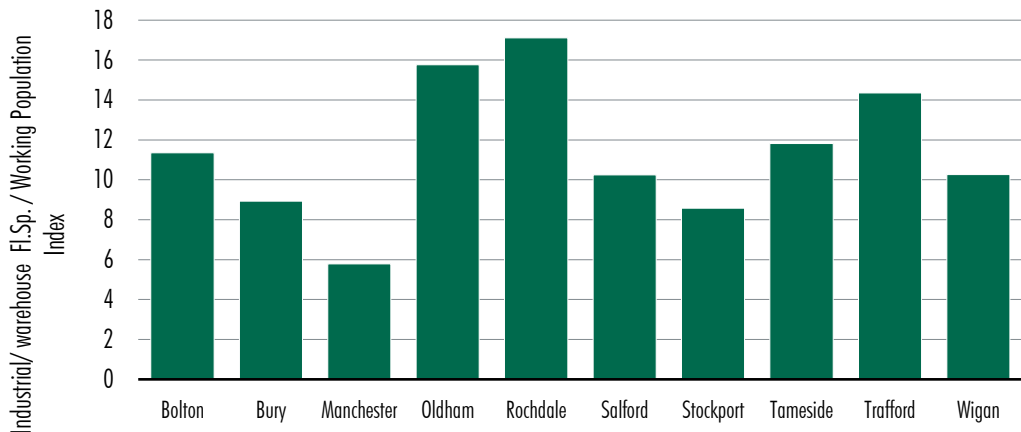


Fig. 7.4: Greater Manchester Districts Industrial and Warehouse Floorspace per Capita (working population)

7.11 Fig 7.4 identifies that Stockport has less industrial and warehouse floorspace per capita than Bolton, Bury, Oldham, Rochdale, Salford, Tameside, Wigan and Trafford. In terms of overall industrial / warehousing floorspace provision per capita, the Borough ranks 9th.

Vacancy Levels

7.12 Sub-Stockport District level ONS floorspace data does not distinguish between vacant and occupied space, rather an amalgamated figure for total floorspace is identified.

7.13 Figure 7.5 illustrates the change in annual percentage vacancy rate of employment premises by main use class over the period 1998/99 to 2004/05, also compared against the national and regional average.

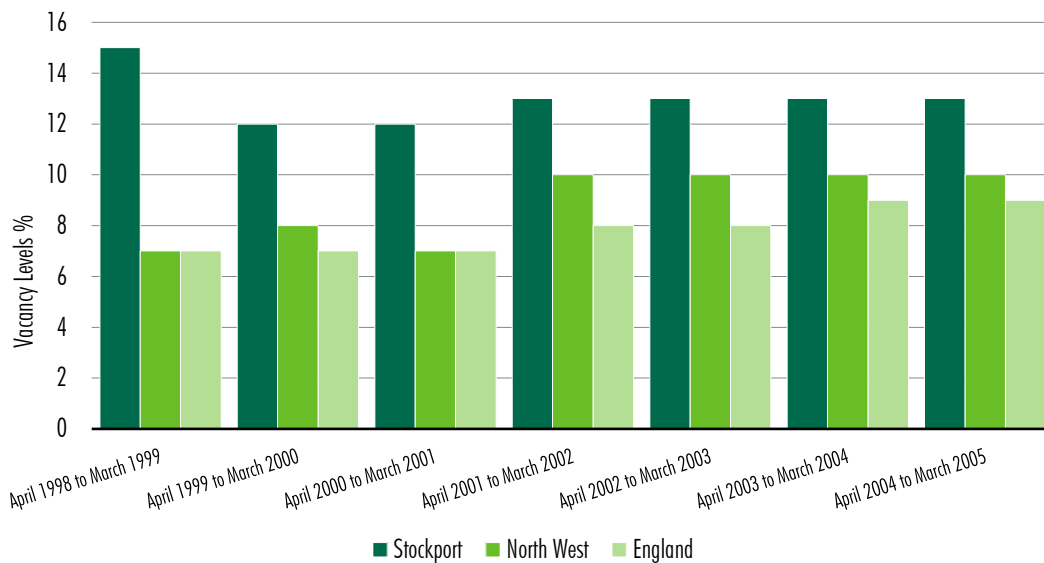


Fig: 7.5 Stockport % Vacancy Levels

- 7.14 Vacancy information included is derived from vacancies reported to the Department for Communities and Local Government (DCLG) by the annual National Non- Domestic Rates return. Data from this source at the above levels is only published on the ONS website for the period up to 2005.
- 7.15 It is clear however that over the period 1998-2004, vacancies within Stockport District have traditionally been higher than those average levels of vacancy within the North West Region and England more generally at a time of rapid economic growth. As shown in Figure 7.5, the average vacancy rate for Stockport over this period was indeed 13%, against 8.8% for the North West and 7.8% in England. Despite this, there has been a reduction in this difference over the assessment period.
- 7.16 Whilst Stockport Borough does not have definitive vacancy figures for the year 2015/2016 or 2016/2017, it is possible to gauge the existing level of vacant floorspace using information gathered from Stockport Borough’s rating system. This information indicates that overall vacancy levels have slightly increased over the last 9 years and that the current level of vacant employment floorspace within Stockport is 15%. This figure contrasts with the estimates that can be calculated for comparable Local Authorities such as Wigan and Trafford, which both display vacancy rates around 5%.
- 7.17 The average unit size of vacant buildings is 299sqm. whereas the average unit size of occupied buildings is 482sqm.
- 7.18 The current 15% vacancy level represents 298,500sqm. of the overall 1,990,000sqm level of employment floorspace.

EMPLOYMENT LAND SUPPLY

- 7.19 The assessment of existing employment land focuses predominantly on the following:

- Employment Land Allocations – Sites which are allocated or suitable for B1, B2 and B8 uses in Local Policy terms, for example falling within a Policy Guidance area; and
 - Sites/premises under construction or with extant planning permission for B1, B2 or B8 uses – Also includes sites with lapsed planning permission for employment uses as these comprise the extant use of these sites.
- 7.20 Information relating to quantitative land supply information has been obtained from data collected by Stockport MBC as part of the Authority’s Monitoring Report (produced annually) for 2016-17 (see tables 7.2-7.7). This information has been interrogated and expanded upon to provide a more detailed assessment of land supply and potential new employment floorspace by main planning use class / employment sector and study sub area
- 7.21 The general approach applied to define (potential) sector apportionments and floorspace capacities for individual sites is as follows:
- Obtaining site areas and other information from the annual employment land monitoring returns;
 - To derive potential floorspace quantum, application of the following average gross floorspace densities per hectare (this is taken from information contained in Appendix D of the *Employment Land Reviews Good Practice* note (2004). While this guidance note has now been withdrawn, the insights that it provided are still considered to be robust and in line with market averages, so they have been retained in the interest of consistency with the previous Employment Land Review Report.
 - Offices: 4,000sqm. / ha
 - Industrial / Warehouse (amalgamated figure): 4,500sqm./ ha
- 7.22 It should be recognised that employment monitoring information is not absolute and does have its limitations. For example general employment site allocations are not prescriptive regarding the type of floorspace that is delivered, whilst a site may be allocated for B1, B2 and B8 uses, it may ultimately be delivered for only one of these uses. Similarly, development densities may change over time as operational requirements evolve.
- 7.23 Notwithstanding these limitations the overall approach provides a good indicative picture of employment land supply. This includes the identification of likely available land and associated floorspace capacity for different employment uses/sectors to be derived from existing local plan allocations and employment commitments. In addition, where possible additional information regarding each site has been gathered in order to give as much certainty as possible to any assumptions.
- 7.24 Table 7.1 illustrates the planning use classes attributed to ONS employment classifications. The assignment of use classes as shown in the table is widely used and is acknowledged as reasonably accurate by the DCLG and ONS.

ONS Classification	Planning Use Class
Office	B1(a)
Manufacturing	B1(b), B1(c) & B2
Warehousing / Distribution	B8

Table 7.1: ONS / Planning Use Classification

- 7.25 In assessing potential floorspace, it is important to distinguish between B1 office and B1 light industry. Understanding this breakdown ensures a more robust approach to the assessment. Sub-dividing B1 uses enables a better comparison with information on existing stock and premises extracted from the administrative databases used by the ONS and is also consistent with forecasting and market classifications used in subsequent stages of this Employment Land Review

Stockport Council Industrial Land Availability

- 7.26 The information shown in tables 7.2 to 7.7 below is taken from Stockport Council's Industrial Land Availability monitoring for 2016, and provides a site-by-site assessment of employment land supply in the Borough. Additional work has been performed by the Council to understand the split of this land between different employment uses. These figures are set out in Stockport Council's 'Authority's Monitoring Report' (AMR).
- 7.27 It should be noted that many sites contain both office and industrial/warehousing floorspace but for the purposes of the AMR the site area only appears under one of the two headings (split between B1 office use and B2/B8 Warehousing use). This approach in respect of the overall breakdown between office and industrial/warehousing has been continued in the ELR to provide for consistency with previous AMR monitoring. The associated floorspace figures contained in tables 7.2-7.4 however reflects the more recent monitoring undertaken for the Combined Authority which splits out the sites between B1a office and B1b-c/B2/B8 industrial/warehousing uses.
- 7.28 This monitoring shows 22.4 ha of office land available, representing a 6.9% decrease from the 23.96ha identified in 2014.
- 7.29 On the other hand, the availability of industrial land seems to have increased since 2014, 42.3 now appear to be available, compared to 28.21ha in 2014 representing a 50% increase. It should be noted however that the increase in available industrial land is within existing industrial allocations and does not necessarily take into account the potential need for additional sites to meet the requirements of pent up demand mentioned in respect of industrial land elsewhere in this document (as summarised in the Executive summary paragraphs 1.41-1.42)
- 7.30 This constitutes a total of 64.7 ha of employment land. This 64.7 ha figure is split up into employment land allocations 20.7 ha (Table 7.2), sites/premises with planning permission and with lapsed planning permission for employment 21.9 ha (Table 7.3) and sites under construction 22.1 ha. (Table 7.4).

Table 7.2: UDP Review (2006) Employment Land Allocations/Policy Guidance Areas Suitable for Employment

Site	Area (ha.)	Estimated Floorspace Capacity (sqm.)		
		B1 (a)	B1(b)&(c) / B2 / B8	Total
STOCKPORT CENTRAL				
1-3 Higher Hillgate	0.02	200	0	200
Piccadilly / Fletcher Street	0.5	15,000	0	15,000
Ford Street	0.12	0	600	600
Old Road	0.2	0	1,000	1,000
Manufax	0.13	0	1,300	1,300
SUB TOTAL	0.97	15,200	2,900	18,100
WERNETH				
Castle Hill	3.1	0	15,000	15,000
Land off Stockport Road East	1.76	0	8,000	8,000
Land off Cromwell Road	0.7	0	3500	3,500
SUB TOTAL	5.56	0	26,500	26,500
STEPPING HILL				
Pepper Road	2.6	0	10000	10000
Melford Road, Tesco	2.87	0	10,000	10,000
SUB TOTAL	5.47	0	20,000	20,000
MARPLE				
SUB TOTAL	0	0	0	0
HEATON AND REDDISH				
Travis Brow	1	10,000	0	10,000
SUB TOTAL	1	10,000	0	10,000
CHEADLE				
Plot 3000 Cheadle Royal	0.16	1,600	0	1,600
SUB TOTAL	0.16	1,600	0	1,600
BRAMHALL AND CHEADLE HULME SOUTH				
Adswood Road	7.13	0	25000	25,000
Stanley Road	0.4	1,000	0	1,000
SUB TOTAL	7.53	1,000	25,000	26,000
TOTAL	20.7	27,800	74,400	102,200

7.31 It can be seen from Table 7.2 above that around 71% of allocated employment floorspace supply is located within the 3 ward areas of Werneth, Stepping Hill and Bramhall and Cheadle Hulme South.

7.32 Stockport Central has the largest amount of office floorspace supply within allocated employment areas.

7.33 Overall there is a large ratio of sites over 1ha. within allocated employment areas.

7.34 Employment commitments, which can be located within and outside employment allocations, comprise of:

- Sites/premises with planning permission for employment use where development has not started including those with lapsed planning for employment uses which have not been superseded and thus remain the extant planning use for the site.; and
- Sites/premises with planning permission under construction as recorded in Stockport Council’s most recent employment land monitoring returns.

7.35 In addition, it is important to consider employment ‘losses’. These can be defined as sites with planning permission which would result in the loss of an existing employment use / building or the loss / reduction of an identified employment allocation to alternative non-B Class form of development.

Table 7.3 Sites / premises with Planning Permission and lapsed planning permission for employment uses

Site	Area (ha.)	Estimated Floorspace Capacity (sqm.)		
		B1 (a)	B1(b)&(c) / B2 / B8	Total
STOCKPORT CENTRAL				
Regent House	0.02	161	0	161
St Thomas Hospital	1.37	25,000	0	25,000
70-72 Wellington Road North	0.09	900	0	900
Middle Hillgate / Waterloo Rd	0.09	1,250	0	1,250
39 Thomson Street	0.06	225	0	225
Victoria House Wellington Street ²²		385	0	385
5 High Bank Side	0.04	353	0	353
1-15 Middle Hillgate	0.16	5,455	2,135	7,590
Vehicle Dealers- St Marys Way	0.56	0	1,306	1,306
Kingston Street	0.28	0	1,155	1,155
Joules Court	0.16	0	522	522
John Delaney Motors Wood Street	0.29	0	260	260
2 Wellington Grove	0.095	0	336	336

²² Note: Victoria house has 2 planning permissions, one not yet implemented as of January 2018 (shown in table 7.3), and another under construction (as shown in table 7.4). The site area of 0.08ha is therefore only shown in table 7.4 to avoid double counting

Site	Area (ha.)	Estimated Floorspace Capacity (sqm.)		
		B1 (a)	B1(b)&(c) / B2 / B8	Total
Owen House Owen Street	0.04	0	119	119
Ground Floor Mottram Towers	0.11	0	100	100
Arch 5 Viaduct	0.03	0	56	56
Unit 8 Spectrum Way Adswood	0.27	0	99	99
Water Street	1.1	0	7,542	7,542
SUB TOTAL	4.77	33,729	13,630	47,359
WERNETH				
Arden Hall Barn Cromwell Road	0.18	449	277	726
Whitefield Road Bredbury	0.03	297	0	297
Heat Trace Limited 5 Cromwell Road Bredbury	0.32	231	0	231
Far Cromwell Road	0.45	0	1,453	1,453
Lingard Lane (Ashbank Prop Co)	0.1	0	990	990
Lingard Lane (WH Smith)	0.01	0	100	100
Whitefield Road	0.04	175	344	344
Leggetts Lingard Lane	0.47	0	862	862
Unit 3 Hollingworth Court	0.08	0	151	151
SUB TOTAL	1.68	1,152	4,177	5,154
STEPPING HILL				
Pepper Road	1.01	0	500	500
Rear 26 London Road	0.01	62	0	62
191 London Road Hazel Grove	0.02	0	29	29
Fit Lock Systems Newby Road	0.23	0	1,040	1,040
SUB TOTAL	1.27	62	1,569	1,631
MARPLE				

Site	Area (ha.)	Estimated Floorspace Capacity (sqm.)		
		B1 (a)	B1 (b)&(c) / B2 / B8	Total
Manchester Canoe Club Dale Road	0.05	0	47	47
SUB TOTAL	0.05	0	47	47
HEATON AND REDDISH				
Battersea Road	0.82	10,000	0	10,000
3 Boundary Court Crossley Road	0.28	2,035	0	2,035
Higher Bury Street	0.6	574	0	574
Land At 2-4 Shaw Road	0.03	297	0	297
Plot1000 Kings Reach	0.01	274	0	274
Crossley Park (B1a)	0.22	0	230	230
Brighton Road Industrial Estate	4.5	6,750	0	6,750
Station Road	0.16	0	600	600
Castrads 1 Kenwood Road	0.31	0	464	464
Unit 5 Discovery Park	0.1	0	120	120
Land Off Crossley Park (B8)	0.22	0	230	230
Ajax Works Whitehill Road	1.25	0	1246	1246
Land At Reuben Street	0.26	0	322	322
Higher Bury Street (Abbattoir)	0.26	0	174	174
Unit 5 Crossley Industrial Estate	0.01	0	32	32
SUB TOTAL	9.03	19,930	3,418	23,348
CHEADLE				
Plot 3300 Cheadle Royal	0.24	1423	0	1423
Plot 4000 Cheadle Royal	2.01	11,360	0	11,360
51 Brookfield Road Cheadle	0.12	110	0	110

Site	Area (ha.)	Estimated Floorspace Capacity (sqm.)		
		B1 (a)	B1(b)&(c) / B2 / B8	Total
Woodcroft Veterinary Councillor Lane	0.06	160	0	160
I High Street Cheadle (Microbrewery)	0.02	0	7	7
SUB TOTAL	2.45	13,053	7	13,060
BRAMHALL AND CHEADLE HULME				
Duke Avenue	1.56	0	4,482	4,482
214-216 Moss Lane	0.1	225	0	225
230 Moss Lane	0.05	322	0	322
Cheadle Hulme Shopping Centre (excluding Costa Coffee)	0.11	864	0	864
Cheadle Hulme Shopping Centre (Above Costa Coffee)	0.02	198	0	198
Woodford Aerodrome	0.84	0	8,361	8,361
SUB TOTAL	2.68	1,609	12,843	14,452
TOTAL	21.9	69,535	35,691	105,051

7.36 Table 7.3 above, identifies the existing employment sites that currently benefit from extant planning permission and those with recent lapsed planning for employment uses which have not been superseded and thus remain the extant planning use for the site. It is clear from the above table that there are a large number of small sites, but that there is a profound shortage of larger sites with planning permission, with only seven sites being over 1ha, and only two being larger than 2ha.

Table 7.4: Sites / Premises with Planning Permission for Employment Purposes (Under Construction)

Site	Area (ha.)	Estimated Floorspace Capacity (sq m.)		
		B1 (a)	B1(b)&(c) / B2 / B8	Total
STOCKPORT CENTRAL				
Victoria House Wellington Street	0.08	122	0	122

Site	Area (ha.)	Estimated Floorspace Capacity (sq m.)		
		B1 (a)	B1(b)&(c) / B2 / B8	Total
Lamborghini Garage Greek Street	0.27	6582	0	6582
Stockport Exchange	4.50	44900	0	44900
Owen Street Chestergate	0.03	0	159	159
Gorse Bank (Aurora Business park)	9.49	3590	10770	14360
Albion Mills	0.33	0	711	711
SUB TOTAL	14.7	55194	11640	66834
WERNETH				
SUB TOTAL	0	0	0	0
STEPPING HILL				
Levens Road	0.18	0	300	300
SUB TOTAL	0.18	0	300	300
MARPLE				
Railway Road	0.04	0	321	321
SUB TOTAL	0.04	0	321	321
HEATON AND REDDISH				
Yew Street	2.17	8,143	0	8,143
Harfield Components Hammond Ave Reddish	0.37	0	695	695
SUB TOTAL	2.54	8,143	695	8,838
CHEADLE				
Cussons Bird Hall Lane	2.96	10,780	0	10,780
Land off Ashurst Drive	0.87	3,345	0	3,345
Premises at Lime Grove	0.51	0	1,011	1,011
SUB TOTAL	4.34	14,125	1,011	15,136
BRAMHALL AND CHEADLE HULME				
Bramhall Oil Refinery	0.26	0	70	70
SUB TOTAL	0.26	0	70	70
TOTAL	22.1	77,462	14,037	91,499

7.37 Based upon the above, the total employment land supply within the Borough is around 64.7ha, representing a 24 per cent increase in availability since 2014/2015. This is however still slightly less than the figure put forward in the 2010 Stockport Employment Land Availability Study (67ha.). Given that vacancy levels have remained relatively high (15%), these figures suggest that a significant amount of employment land within the Borough has been lost to other uses. This has resulted in a net loss of employment land. We consider losses of employment land later within this section

Employment Completions

- 7.38 Stockport Borough Council publishes employment completion information for the Borough by land use. Information has been gathered since 1992; however as part of this study, data has been assessed covering the last 10 year period (since 2007).
- 7.39 Over this period, a total of 142,819 sqm. of floorspace have been developed for employment purposes in the Borough (see table 7.5). This equates to an average annual completion rate of approximately 14,282 sqm. This 10 years' average figure is lower than the one recorded in the 2014 Employment Land Review for the period 2004-2014, which was around 17,946 sqm per annum. However, this can certainly be explained by the fact that this figure included 3 years at the top of the market before the 2008 crisis, which may have skewed the figures upward.
- 7.40 Table 7.5 illustrates the distribution of completions during this period. The table also provides details (where available) in respect of losses (i.e. Employment floorspace lost to other uses).

Table 7.5: Completions since 2007

	Completions (sqm.) Since 2007			Losses to non-employment uses	Residual
	Office	Industrial	Total		
2007/8	24,461	4624	29,085	12,496	16589
2008/9	9,923	2,667	12,590	5,048	7,452
2009/10	6,938	441	7,379	7,363	16
2010/11	5,662	28,654	34,316	4,659	29,657
2011/12	55	3,418	3,473	1,095	2,378
2012/13	1,635	408	2,043	14,844	-12,801
2013/14	3,382	1,728	5,110	9,453	-4,343
2014/2015	1,272	15,597	16,869	28,658	-11,789
2015/2016	5,090	14,971	20,061	14,604	5,457
2016/2017	2,970	8,923	11,893	16,596	-4,703
TOTAL	61,388	81,431	142,819	114,816	28,003

- 7.41 Clearly the level of completions in recent years is showing some recovery after three years at the bottom of the market in 2011-2014. However, construction activity is still far from the numbers observed in pre-recession years, both for B1(a) office floorspace and B1(b&c), B2 and B8 floorspace.
- 7.42 In assessing completions, it is also important to clarify those completions resulting in a loss of employment floorspace to other uses.
- 7.43 Completions for 2016-2017 total 11,893 sqm. However completions resulting in a loss of employment space to other uses for this period total 16,596 sqm. Taking into account losses to other uses, the total completions for 2016/2017 result in a net loss of 4,703sqm. of employment floorspace.
- 7.44 This figure reflects the trend observed since 2012-2013: over that period, net losses of employment floor space were recorded each year, with the exception of 2015-2016 in which there was a net creation of 5,457 square metres of employment floorspace. In total, table 7.5 indicates **28,179 sqm of employment floorspace** have therefore been lost across the borough over the past 5 years.

7.45 Table 7.6 illustrates the distribution of completions by Committee Area during the period 2016/2017.

Table 7.6: 2016/2017 Completions by Committee Area

Committee Area	2016-2017 Completions (sqm.)		
	Office	Industrial	Total
STOCKPORT CENTRAL	1,185	1,250	2,435
WERNETH	459	5,517	5,976
STEPPING HILL	910	0	910
MARPLE	0	0	0
HEATONS AND REDDISH	0	2,156	2,156
CHEADLE	0	0	0
BRAMHALL AND CHEADLE HULME	416	0	416
TOTAL	2,970	8,923	11,893

7.46 This table shows that the majority (89%) of completions have been within the Committee Areas of Stockport and Central, Werneth and Heatons and Reddish

Table 7.7: Distribution of development resulting in the loss of employment floorspace during 2016/2017.

Committee Area	Losses to other uses from Employment (sqm.)		
	Office Losses	Industrial Losses	Total
STOCKPORT CENTRAL	9,239	0	9,239
WERNETH	218	0	218
STEPPING HILL	0	3,600	3,600
MARPLE	0	0	0
HEATONS AND REDDISH	286	198	484
CHEADLE	2,628	190	2,818
BRAMHALL AND CHEADLE HULME	237	0	237
TOTAL	12,608	3,988	16,596

7.47 Table 7.7 above, highlights that the majority (94%) have been within Stockport Central, Stepping Hill and Cheadle. Taking losses into account (comparing Table 7.6 and 7.7) it is apparent that Werneth, Heatons and Reddish and Bramhall and Cheadle Hulme are the only three Committee Areas within the Borough which have a net gain in employment floorspace during 2016/2017 with greater employment completions overall than losses.

7.48 Interestingly, this represents an inversion of the situation observed in 2013/2014, when Stockport Central and Cheadle were the areas where net increases in floorspace were recorded.

7.49 From the information provided above, it is also evident that there has been an inversion in the trend observed in the previous review in terms of the type of floorspace being lost. While in 2013/2014, there was a balance between losses and completions of offices (3,382 sqm. completed for 3,059 sqm. lost) and a net loss of industrial floorspace (1,728 sqm. completed for 6,394 sqm. lost), the picture is now inverted.

- 7.50 In 2016/2017, the figures indeed show a significant net loss of office floorspace, with loss to other uses (12,608 sqm., shown in Table 7.7) outweighing completions by 9,638 sqm. (with 2,970 sqm. of completions shown in Table 7.7).
- 7.51 Interestingly, this net loss is almost fully accounted for by the Stockport Central ward, where 9,239 sqm. were lost over this period. This is consistent with the observations made in Section 5 which highlighted the perception that the use of permitted development rights (introduced in 2015) has recently been leading to many conversions of offices to other uses in the Town Centre.
- 7.52 On the other hand, the opposite situation has been observed regarding industrial space, with a net addition of 4,935 sqm. being recorded across the borough (8,923 sqm completions from Table 7.6 against 3,988 sqm. losses from Table 7.7).

Conclusions on Quantitative floorspace

Existing Employment Stock

- 7.53 The Borough currently provides 1,990,000 of employment floorspace. Of this total, 472,000sqm. (around 25%) is utilised as office floorspace and 1,518,000sqm. (around 75%) is used as industrial / warehousing floorspace.
- 7.54 Stockport has very similar ratio of office / industrial / warehousing floorspace to the Greater Manchester and North West average, however has a slightly greater proportion of office floorspace when compared to the national average.
- 7.55 Stockport provides just over 2.6 metres of office floorspace for every member of the working population. Manchester, Salford and Trafford provide more floorspace, however given that these areas comprise the City Region; it is considered that a higher density of employment floorspace per capita is to be expected.
- 7.56 However, Stockport has less industrial floorspace per capita than all other Greater Manchester authorities except Manchester. In terms of overall industrial / warehousing floorspace provision, the Borough ranks 9th of the 10 Greater Manchester Boroughs. Comparatively, the Borough therefore has less industrial/ warehousing floorspace to offer to businesses than neighbouring Local Authorities within Greater Manchester, strengthening the case for the market perception that supply is insufficient to meet pent-up demand.

Vacancies

- 7.57 The Vacancy information is derived from vacancies reported to the ODPM (DCLG) by the annual National Non-Domestic Rates return. Data from this source at the above levels is only published on the ONS website for the period up to 2005. It is clear however that over this period, vacancies within Stockport District have traditionally been higher than those average levels of vacancy within the North West Region and England more generally. Despite this, there has been a reduction in this difference over the assessment period (up to 2005).
- 7.58 The latest vacancy figures calculated using the Council's ratings analysis suggests that vacancy rates have again increased during the recent recession and that 15% of the Borough's floorspace is currently vacant.

- 7.59 The current 15% vacancy level represents 298,500sqm. of the overall 1,990,000 sqm level of employment floorspace.
- 7.60 These vacancy figures in isolation do not give a full picture of the existing position. In order to present a true reflection of vacancy levels within the Borough, soft market testing has been undertaken in the form of engagement with local agents and developers and site visits.
- 7.61 This exercise identified that whilst vacancy rates for the Borough are high, some specific types of accommodation currently experience very low levels of vacancy and high levels of demand.

Office Vacancies

- 7.62 Vacant office space is largely characterised by sub-prime, older and un-refurbished accommodation, for example on the upper floor of mill buildings or in office blocks from the 1960s-70s. Generally, stock which benefits from large and efficient floor plates in Town Centre locations or Business Park locations within close proximity to the M60 and with large amounts of vehicle parking are in high demand and experience low levels of vacancy. Some weakening in the demand for Business Park offices has however been observed in a number of instances, leading to higher vacancies. This is mainly relevant on sites where accessibility is constrained by congestion.

Industrial Vacancies

- 7.63 Despite lower quality, smaller units with poor connectivity are experiencing high levels of vacancy, while medium and large units that are well connected to the strategic highway network and local labour pools are currently experiencing very high levels of demand.
- 7.64 In addition, vacancy levels for new build warehousing and industrial accommodation are currently exceptionally low. Indeed, pressures upon high quality B2 / B8 accommodation have recently been sufficient to improve land values for industrial space in Stockport. This lack of floorspace has led to a return of speculative construction of new accommodation as evidenced by S:Parks Phase III, Stockport Trading Estate (Yew Street) and Aurora Business Park.
- 7.65 Combining overall vacancy details with this soft market analysis provides a detailed illustration of the current variation in vacancy levels for the Borough. It is clear that whilst some types of accommodation / locations are currently surplus to requirements, there is a real need for specific types of accommodation in certain areas. The failure to respond to this specific demand could result in local businesses seeking to move elsewhere within the region and an inability to attract inward investment.

Completions

- 7.66 Employment completions in recent years shows some recovery after the recession faced between 2011-2014. However, construction activity is still below the 10-year average, and far from the numbers observed in pre-recession years, both for B1(a) office floorspace and B1(b&c), B2 and B8 floorspace.
- 7.67 While overall land supply has increased, completions have also been offset by significant losses of employment floorspace to other uses, so that there net annual losses of floorspace have been recorded in all but one year over the past 5 years.

Employment Land Supply

- 7.68 Based upon quantitative analysis of sites and premises within the Borough that are either allocated or benefit from an extant or lapsed planning permission for employment or are under construction for employment purposes, the total supply of employment land within the Borough is 64.7 ha. This is reported in Tables 7.2, 7.3 and 7.4.
- 7.69 Other monitoring documents produced by the Council provide a refined split of this land by type of employment use, showing the ratio of employment land available for both office and industrial uses. Using these figures, it is apparent that 22.4ha. of the overall employment land supply currently made up of land available for office use and 42.3ha. of the overall supply of land is available for industrial / warehouse uses. These figures are set out in Stockport Council's 'Authority's Monitoring Report' (AMR). It should be noted that sites may contain both office and industrial/warehousing floorspace but for the purposes of the AMR the site area only appears under one of the two headings (split between B1 office use and B2/B8 Warehousing use). This approach in respect of the overall breakdown between office and industrial/warehousing has been continued in the ELR to provide for consistency with previous AMR monitoring. The associated floorspace figures contained in tables 7.2-7.4 however reflect the more recent monitoring undertaken for the Combined Authority which splits out the sites between B1a office and B1b-c/B2/B8 industrial/warehousing uses.

QUALITATIVE ANALYSIS

- 7.71 As part of the research into the current employment land position, an assessment of employment sites within the Borough has been undertaken. The aim of this assessment is to gain an understanding of the overall standard of accommodation within the Borough and to assess individual sites in terms of their suitability for employment use.
- 7.72 Completed proformas are provided at Appendix II and findings are summarised within the following paragraphs.
- 7.73 The UDP Review Proposals Map shows 22 employment allocations within the Borough. These are:
- Crossley Park (including McVities)
 - Broadstone Mill
 - Whitehill Industrial Estate
 - Bredbury Industrial Estate
 - Battersea Industrial Estate
 - Gorsey Bank
 - Stockport Trading Estate (Yew Street)
 - Wood Street
 - Chestergate
 - Heaton Lane (Acorn Business Park)
 - Borron Street (Vernon Mill)
 - Stringer Street Industrial Estate
 - Birdhall Trading Estate
 - Spectrum Way Business Park
 - Cheadle Royal Business Park
 - Adswood
 - Man Diesel (now with planning permission for predominantly housing use)
 - Pepper Road (Bramhall Moor Industrial Estate)
 - Newby Road
 - Melford Road (much of which is being developed for a park and ride facility)
 - Stanley Green Trading Estate
 - Hawk Green Trading Estate (Goyt Mill)
- 7.74 However despite this, there are a number of additional locations suitable for employment shown on the UDP (2006) Review Proposals Map for which associated policies apply.²³ These also provide a large amount of additional employment land throughout the Borough and include categories 1-4 below.

²³ Further details are available at:

<http://www.stockport.gov.uk/2013/2994/developmentcontrol/planningpolicy/LDF/udppolicies/udppoliciesstillapply> and:

<http://www.stockport.gov.uk/services/environment/planningbuilding/planningpolicy/ldf/udp/udpproposals>

1. Major Existing Developed Sites in the Green Belt subject to UDP (2006) Review Policy GBA 1.7, namely:

<i>Woodford Aerodrome</i>	<i>Chadkirk Industrial Estate</i>
<i>Compstall Mills</i>	<i>Goyt Works Strines (since developed for housing)</i>
<i>Pear Mill Industrial Estate</i>	

2. UDP (2006) Review Policy Guidance Areas, namely:

<i>PG1.1 Hillgate South</i>	<i>PG1.5 Romiley</i>
<i>PG1.2 Station Road Reddish</i>	<i>PG1.7 Bredbury (West and East)</i>
<i>PG1.3 Adswood (West and North)</i>	<i>PG1.9 Earl Road (Stanley Green)</i>
<i>PG1.4 Brookfield (Demmings Industrial Estate)</i>	

3. UDP (2006) Review Town Centre Mixed Use Areas, namely:

<i>TCG3.1 Riverside (Weir Mill)</i>	<i>TCG3.5 The Civic Quarter</i>
<i>TCG3.2 The Cultural, Leisure and Heritage Quarter</i>	<i>TCG3.6 The South East Quadrant</i>
<i>TCG3.3 Stockport Station</i>	<i>TCG3.7 Newbridge Lane</i>
<i>TCG3.4 St Thomas Hospital</i>	

4. UDP (2006) Review M60 Gateway Sites, namely:

<i>TCG 4.1 Tiviot Way</i>	<i>TCG 4.4 Land North of Water Street</i>
<i>TCG 4.2 Travis Brow</i>	<i>TCG 4.5 George's Road</i>
<i>TCG 4.3 Didsbury Road</i>	<i>TCG 4.6 Water Street</i>

- 7.75 In addition, District and Local Centres shown on the UDP (2006) Review Proposals Map are also considered acceptable for employment generating uses.
- 7.76 Employment allocations, other suitable locations for employment purposes along with the aforementioned "Employment Centres" are considered in the following paragraphs.

7.77 Sites are scored on the following basis:

- Market Performance - *including consideration of vacancy levels, development activity and market interest.*
- Viability for Employment Use - *Suitability of the site and existing building stock and whether the site would require significant investment.*
- Suitability of the Surrounding Area - *Whether employment development/use would be appropriate alongside existing uses in the surrounding area.*
- Ownership Constraints - *Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.*
- Local Amenities / Facilities - *Accessibility and proximity of the site to local amenities / facilities.*
- Access to Strategic Transport Network - *Accessibility of the site via the strategic transport network (road and rail) (not immediate site access).*
- Quality of Infrastructure - *Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.*
- Accessibility by Non-Car Modes - *Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.*
- Previously Developed - *Whether the site is previously developed land, or greenfield land.*
- Known Environmental Constraints - *Whether the site is likely to be affected by known environmental constraints.*
- Planning Status - *Whether the site has planning permission for employment development and any other relevant planning history.*
- Policy Considerations - *Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.*
- Priority Areas - *Whether the site lies within an area that is subject to an area-based regeneration or development initiative.*

7.78 Sites are scored between 1 and 3 for each of the 13 criteria (1 being the poorest score and 3 being the highest score). The total minimum score for each site appraisal would therefore range between 13 and 39. In order to establish a total site performance, the score range has been divided into 3 score bands. The total scores for each site appraisal have been determined as follows:

- 13-21: Poor
- 22-30: Moderate
- 31-39: Good

7.79 The site references correlate with those shown on the detailed site assessment pro-formas in Appendix II. These detailed pro-formas contain more information on the assessed sites. The details below represent a summary of key findings for ease of reference. It should be noted that the site areas shown in the appendices are based on a site specific assessment made for the Employment Land Review and do not necessarily correspond exactly to site boundaries shown on the UDP (2006) Review Proposals Map or Stockport Industrial Land

Availability records. Additionally, it is worth noting that sites identified as edge-of-centre in the 'Spatial Designation' section of the Appendix II pro-formas include sites that are near to existing large-scale retail concentrations, currently identified as the PSD1.2 Areas on the Proposals Map. This definition does not necessarily reflect the location of defined centres in the Borough's retail hierarchy.

STOCKPORT CENTRAL

BRINNINGTON AND CENTRAL

Cromer Street Industrial Estate (Site 1)

Total	30 TBC/39 - Good
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- 7.80 The site comprises an employment allocation on the UDP Review (2006) proposals map. It is located in close proximity to the M60 in a prominent location just off the A626. The quality of accommodation within the site is generally good; however the vacant mill is in a poor state of repair and detracts from the overall quality of the area.

Vernon Mill and Surrounding Industrial Estate (Site 2)

Total	29/39 - Moderate
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- 7.81 The site comprises an employment allocation on the UDP Review (2006) proposals map. It is located in a highly prominent location with excellent access on to the M60. Overall, there is potential for rationalising and improving the use of space on site to make the most of its potential. Whilst units are reasonably well let, some of the stock is vacant and in poor condition. The key issues with the site relate to the poor infrastructure within the site especially the lack of car parking, and to the mix of ownerships which are a barrier to comprehensive redevelopment.

Albion Mills and Surrounds (Site 3)

Total	25/39 - Moderate
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- 7.82 The site comprises an employment allocation on the UDP Review (2006) proposals map situated in a prominent location with excellent links to the M60. Whilst the main complex is fully occupied, the surrounding smaller units are of poor quality and cause issues of noise and odour to nearby residential areas. If the anchor occupier were to vacate the site, it would be difficult to secure a further occupier.

London and North Western Railway Company Goods Warehouse (Site 4)

Total	29/39 - Moderate
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- 7.83 The site falls within Policy Guidance Area TCG 4.5 on the UDP Review (2006) proposals map. It is fully occupied, with an events' company located at ground floor and partially self-storage facility uses in the rest of the building. The site is located in a highly prominent location and has good connectivity to the M60. The site has poor access to local amenities and facilities.

S:Park Phases I, II and III (Site 5)

Total	34/39 - Good
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7.84 The site falls within Policy Guidance Area TCG 4.1 on the UDP Review (2006) proposals map. It is located in a highly prominent position with excellent access to the M60. The site is now fully built out (Phase 3 completed in 2014), and has been performing very well. The site does not benefit from particularly good public transport links however generally the site scores very well.

Meadow Mill (Site 6)

Total	29/39 - Moderate
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7.85 The site falls within Policy Guidance Area TCG 4.4 on the UDP Review (2006) proposals map. The site does benefit from a good location in close proximity to the strategic highway network, and while the quality of accommodation is only moderate, the site seems attractive to certain type of occupiers in the units surrounding the mill, which seem well occupied. In the mill building itself, the ground floor seems well occupied but employment uses are diluted by quasi-retail and leisure uses; the upper floor however seems largely vacant and in poor condition. The whole mill building has now received planning permission for residential-led mixed use, and will therefore be lost to employment if this is implemented.

Water Street (Site 7):

Total	27/39 - Moderate
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7.86 The site falls within Policy Guidance Area TCG 4.5 on the UDP Review (2006) proposals map. Water Street is an undeveloped, but allocated employment site. The western portion of the site benefits from live outline planning permission B2/B8 space and it is understood that there is interest for the unit for a car dealership. However, no occupier has been secured so far and the unit is still to be built. The rest of the site might be lost to non-employment uses and outline permission has been granted in 2017 for an A1/ D2 scheme. The site benefits from excellent proximity to the M60 and minimal surrounding sensitive uses. However the site is located in an area at risk from flooding and is not well served by public transport.

Avenue Street and Knightsbridge (Site 8)

Total	24/39 - Moderate
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7.87 The site falls within Policy Guidance Area TCG 2.2 on the UDP Review (2006) proposals map. The quality of accommodation within the site is of very poor quality, including informal storage to the west; in its current form, it is of little interest. Despite this, this site is well located in close proximity to the M60 and with excellent public transport links into Stockport Town Centre. In consequence, it is understood that there is currently interest for the redevelopment of the western part of the site, known as Knightsbridge.

Joules Court and Canal Street (Site 9)

Total	22/39 - Moderate
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7.88 The site falls within Policy Guidance Area TCG 3.6 on the UDP Review (2006) proposals map. The site is located in fairly close proximity to Stockport Town Centre and the strategic transport network. The quality of accommodation within the site is very poor and is mainly used as industrial / workshop and open storage space. This creates conflicts with surrounding residential areas in terms of congestion, noise and odour. Given the poor performance of the site and surrounding land uses patterns, the site would seem more suitable for residential uses.

Shawcross Street (Site 10)

Total	31/39 – Good
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7.89 The site falls within Policy Guidance Area TCG 3.6 on the UDP Review (2006) proposals map. The site is situated in a sustainable location in close proximity to the Town Centre and the strategic transport network. Whilst the site is located in close proximity to sensitive residential uses, given the types of units provided within the site and the uses underway, it is considered that the potential for conflict is minimal. The former vacant Council office building previously included to the west of the site has now be converted to residential uses, so that it is now excluded from the assessment.

Thomas Street West (Site 11)

Total	26/39 – Moderate
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7.90 The site falls within Policy Guidance Area TCG 3.4 on the UDP Review (2006) proposals map. The site comprises a range of poor quality workshop-and light industrial type-uses, along with an important area used for vehicle parking/ storage in the centre of the site. Vacancy levels are high and the site is of little market interest in its current form. Furthermore the site creates some noise and odour conflicts with surrounding areas. However, the site is very well located for access to the Town Centre and public transport links and it is considered that the site would potentially be suitable for some form of higher density employment use (such as B1 Office) which would benefit from this a central location.

Swallow Street (Site 12)

Total	27/39 - Moderate
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7.91 The site falls within Policy Guidance Area TCG 4.5 on the UDP Review (2006) proposals map. Swallow Street is a well occupied mixed-use employment area within Stockport Town Centre. The site is well situated in a highly sustainable location however there is some potential for conflict between the existing uses within the site and surrounding residential areas. The site could benefit from a higher ratio of B1 Office uses, which would benefit from the central location and would minimise conflicts with surrounding uses.

Weir Mill (Site 13)

Total	29/39 - Moderate
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7.92 The site falls within Policy Guidance Area TCG 3.1 on the UDP Review (2006) proposals map. The site is located in close proximity to the Town Centre and is situated in a highly sustainable location with good access to the strategic transport network. The quality of the

site (both in terms of accommodation and infrastructure) is very poor and as a result, the site is of very little market interest in its current form. The site may well be suitable for alternative employment uses; however the existing stock within the site currently inhibits the delivery of these uses.

DAVENPORT AND CALE GREEN

Hallam Mill Complex (Site 14)

Total	21/39 - Poor
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- 7.93 The site visit identified clear conflicts resulting from traffic and general residential amenity due to the close proximity of the site to a residential area. The site is clearly hampered by access from Hallam Street, which is not sufficient to cope with visiting traffic. Even though the building is fairly well occupied, this is mostly for non-traditional employment uses, and the quality of the accommodation is very poor.. The site scores well in respect of sustainable access and proximity to the strategic transport network.

Adswood Road Industrial Estate (Site 15)

Total	25/39 - Moderate
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- 7.94 The site is shown as allocation H11 on the UDP Review (2006) proposals map. This site is characterised by large industrial and warehousing buildings with some limited smaller stock that is predominantly utilised for workshop purposes. The condition of stock is poor, very poor in some places; however the site is reasonably well occupied and clearly fulfils a need for low quality, affordable accommodation. The site is poorly located in terms of conflicts with surrounding land uses, which include residential areas and a school.

EDGELEY AND CHEADLE HEATH

Avondale / Kensington Road Industrial Estate (Site 16)

Total	24/39 - Moderate
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- 7.95 The site comprises a small industrial estate within a built-up residential area to the south of the M60. The quality of the stock within the site is dated; however the site is fairly well occupied. A key issue with the site is conflict with surrounding land uses. The surrounding highway can get heavily congested (especially given the proximity to the nearby Stockport Academy) and there is some noise nuisance as a result of the current uses underway at the site.

Springmount Mill (Site 17)

Total	21/39 – Poor
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- 7.96 The site is vacant, of poor quality and is of little market interest as an employment site. Furthermore, the site is located in a residential area and therefore any intensive employment uses could create conflicts with surrounding uses. The site does benefit from moderate access to the strategic transport network. A planning application for clearing the site for residential development has been submitted and it is understood that it is recommended for approval by the Planning Officer.

Chestergate Road (Site 18) :

Total	29/39 - Moderate
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- 7.97 The site comprises an employment allocation on the UDP Review (2006) proposals map. Chestergate Road is characterised by a broad range of accommodation and benefits from a significant amount of activity and a good number of occupiers. However, stock quality is generally poor and some vacancies remain. The site has good access to the M60, is located in close proximity to the Town Centre and benefits from decent infrastructure. It suffers from congestion during peak periods both within and around the site. Given its strategic location, existing infrastructure and partial Council ownership, there is potential to improve/ rationalise its use and deliver a better quality employment complex.

Dean Print, Stockport Road (Site 19)

Total	28/39 - Moderate
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- 7.98 The site benefits from an excellent location in close proximity to the M60 and with good bus access. New units have recently been granted planning consent, however investment would be required to increase the quality of the existing stock, which is poor to moderate. Notwithstanding this, the site displays excellent occupancy levels, which shows that even in its current state it appeals to a certain type of occupiers.

Heathside Park (Site 20) :

Total	29/39 - Moderate
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- 7.99 The site falls within the Green Belt. This site comprises an office building situated in very close proximity to the M60. The quality of accommodation is good and is well occupied, however suffers from poor public transport links and competition from more attractive and established office locations within the Borough.

Aurora Business Park (Site 21)

Total	34/39 - Good
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- 7.100 The site comprises an employment allocation on the UDP Review (2006) proposals map. The site has been completed for high quality, modern employment units, and demand appears to be high, with several units already under offer. This success can at least partially be explained by its good access to the M60 and its connection with established employment locations at Stockport Trading Estate and Kings Reach Business Park.

MANOR

Hempshaw Business Park (Site 22)

Total	23/39 - Moderate
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- 7.101 The site is located in a slightly constrained position however due to the scale of the operation, the potential for conflict is limited. The site benefits from good access to the strategic road network and is easily accessible from nearby residential areas on foot and by bus.

Offerton Industrial Estate (Site 23)

Total	26/39 - Moderate
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7.102 Battersby Mill Complex has been extended over time to provide a fairly intensive employment complex. The low level of the Buildings has resulted in a fairly high level of occupied space which is easier to maintain and upkeep than other taller mill buildings. There are however several unused or underutilised units throughout the site, and a large area of cleared land to the rear of the site, which could have potential to accommodate new employment development. The site is now subject to a comprehensive application for residential development, which is still pending consideration.

Woodbank Works Industrial Estate (Site 24)

Total	22/39 - Moderate
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7.103 The site is heavily constrained in terms of access and egress and is located down Turncroft Lane – a narrow residential street. The limited access arrangements impact upon the market attractiveness of the site. Furthermore, the location of the site within a residential area creates highways conflicts for nearby residents. Notwithstanding this, occupancy levels within the site are fairly good, even though most units are in non-traditional employment use.

Adcroft Street and Surrounds (Site 25)

Total	24/39 - Moderate
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7.104 The site matches the boundaries of Policy Guidance Area PGA 1.1 on the UDP Review (2006) proposals map. The site is located on the outskirts of Stockport Town Centre. Residential uses are well established in parts of the site, notably in its centre on both sides of Charles Street. The site is well occupied, certainly thanks to its moderate access to the strategic transport network and its good location for access to the Town Centre. However, the size and function of the area (as well as the type of uses currently underway) is a cause for significant conflicts with surrounding residential areas.

BRAMHALL AND CHEADLE HULME SOUTH

BRAMHALL NORTH

Adswood Road (Site 26)

Total	28/39 - Moderate
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7.105 The site comprises Policy Guidance Area PGA1.3 (West, North and East) and the Adswood industrial allocation on the UDP Review (2006) proposals map. The western part of the site benefits from a Planning Permission for a Biomass Plant (a non-traditional employment use), and the northern part of the site (Adswood Tip, the industrial allocation) is fully vacant. The site is situated away from potential conflicting residential dwellings and whilst this removes risk of odour nuisance, there may still be potential for congestion as a result of material deliveries to the site. There are minimal employee facilities / amenity near to the site.

BRAMHALL SOUTH AND WOODFORD

Woodford Aerodrome (Site 27)

Total	27/39 - Moderate
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7.106 The site comprises a Major Existing Developed Site in the Green Belt on the UDP Review (2006) proposals map. Woodford Aerodrome is a large site Located to the south of Stockport Borough. The site is currently undeveloped, however benefits from a Planning Permission for 90,000sq.ft of B1(c) Floorspace, under a wider consent which should deliver a residential-led mixed use scheme in the wider aerodrome site. Whilst the site would no doubt be attractive to potential occupiers, this would require significant investment to deliver the development and also to provide the necessary transport links (to be delivered via A6MARR).

Bramhall Oil Terminal (Site 28)

Total	21/39 – Poor
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7.107 The site is currently utilised as an oil terminal and as such is highly specialist in its design and layout. As it stands, there would be little market interest in the site owing to its discreet location and the significant level of investment required to remediate the site. Reflecting this, the only recent development activity is for works associated with petrol storage activities. Notwithstanding this, following the completion of the A6MARR route, there may well be appetite for a site in this location.

CHEADLE HULME SOUTH

Stanley Green (Site 29)

Total	26/39 - Moderate
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7.108 The site comprises an employment allocation on the UDP Review (2006) proposals map Stanley Green benefits from an excellent location with good links to the strategic road network. There is a broad range of stock on offer and despite the condition of some stock; there is a good level of market interest in the site, which currently functions largely as a retail park, with only a limited proportion of the units being in traditional employment uses. The site does suffer from poor infrastructure and congestion along the A34. There are however prospects that the A6MARR will address this issue and increase the attractiveness of the site.

Station Road, Cheadle Hulme (Site 30)

Total	28/39 - Moderate
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7.109 The site comprises part of the Cheadle District Centre designation on the UDP Review (2006) proposals map. This office site is bisected by Station Road. Accommodation to the east of the road is generally of better quality and benefits from good quality infrastructure and good levels of occupancy. Accommodation to the west of Station Road is of poorer quality and is more dated. The units within the part of the site suffer from higher vacancy levels. The site is positioned within a highly sustainable location, with good public transport

links. There have been recent losses to non-employment uses in the area, mostly concentrated in the east of the site.

CHEADLE

CHEADLE AND GATLEY

Demmings Road and Brookfield Business Park (Site 31)

Total	20/39 - Poor
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7.110 The site comprises part of Policy Guidance Area PGA1.4 on the UDP Review (2006) proposals map. The site is characterised by a poor location and poor quality stock. Whilst the site is served by bus, there is large potential for conflict between the nuisance uses within the site and surrounding residential areas and schools. A residential application is pending consideration in the south-eastern corner of the site.

7.111 CHEADLE HULME NORTH

Bird Hall Lane (Site 32) :

Total	33/39 - Good
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7.112 The site comprises part of an employment allocation on the UDP Review (2006) proposals map. The site straddles Cheadle Hulme North and Davenport and Cale Green Wards. The site benefits from fairly high level of market interest on account of the established location and the broad range of accommodation within the site, so that units in fair quality on the site are in good demand. Given the size of the site and location within a residential area, there is potential for the site to cause traffic conflicts with residential areas.

Lombard House, Cheadle Place and Surrounds (Site 33)

Total	29/39 - Moderate
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7.113 This site comprises an office complex situated in close proximity to the M60. The quality of accommodation is good; however the site still suffers from poor occupancy levels. Whilst access to the strategic transport network is excellent, the site suffers from poor public transport links and is heavily reliant upon car access.

HEALD GREEN

Cheadle Royal Business Park (Site 34)

Total	30/39 - Good
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7.114 The site comprises an employment allocation on the UDP Review (2006) proposals map. The site is an established office location which benefits from a fair level of market demand as a result of the lack of large-format office floor plates within South Manchester. The quality of stock and landscaping within the site is good; however the site increasingly suffers from traffic congestion in and around the site, adversely impacting its attractiveness to occupiers. The new A6MARR might address this issue once it gets delivered, but this is yet to be demonstrated.

Southgate Business Centre (Site 35)

Total	28/39 - Moderate
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7.115 The site comprises an office complex situated to the north-west of Stanley Green in close proximity to the southern boundary of Stockport Borough. Whilst existing accommodation within the complex is good, the location of the complex, does impact upon market attractiveness. The site could benefit from the introduction of A6MARR route, which will run in close proximity to the complex.

HEATONS AND REDDISH

HEATONS NORTH

McVitie's Factory (Site 36)

Total	26/39 - Moderate
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7.116 The site comprises part of an employment allocation on the UDP Review (2006) proposals map. The premises are slightly unusual in that they are entirely occupied by a single owner. Notwithstanding this, the quality of the site is mixed and it is considered that there would be minimal market interest in the site if the current occupier were to move elsewhere. The site is well positioned between Stockport and Manchester City Centre.

Crossley Park and Discovery Park (Site 37)

Total	29/39 - Moderate
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7.117 The site comprises part of an employment allocation on the UDP Review (2006) proposals map. Crossley Park is a generally well occupied facility which is suitable for a range of employment uses. Some recent development activity has occurred in Discovery Park. The site provides a range of accommodation and is located in an area which is suitable for employment uses, with minimal conflicting other uses. The infrastructure within the site is poor in some areas and there is a lack of nearby amenity.

Blackbrook Trading Estate (Site 68) New ELR site

Total	21/39 - Poor
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7.118 The site is located along the A6, on the way between Stockport and Manchester. Despite a fairly well connected location and some units in a decent state of repair, the site is largely vacant, which shows low levels of interest from the market. This is likely to be resulting from constraining on-site infrastructure, which limits convenience of access and parking, as well as the fact that access is shared with adjacent non-employment uses. The units fronting the road are vacant and in poor state of repair, so that investment would be required to make them attractive to potential occupiers.

HEATONS SOUTH

Brent Road and Rooth Street (Site 38) New ELR site

Total	26/39 - Moderate
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7.119 The site comprises part of an employment allocation on the UDP Review (2006) proposals map. This site is characterised by mixed quality stock, which is in a poor state of repair and is in need of investment. However the location of the site is very good. The site has good prominence and benefits from excellent connectivity to the strategic road network.

Brighton Road Industrial Estate (Site 39)

Total	32/39- Good
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7.120 The site comprises part of Policy Guidance Area TCG 4.3 on the UDP Review (2006) proposals map. The site is currently ongoing a comprehensive redevelopment, which will deliver new employment floorspace (B1/B2/B8) along with some retail warehousing uses and a new major Mercedes hub. This will take all of the site, so that it is not available for additional development. The site has excellent access to the strategic road network and the nearby residential areas are well screened from the site. It is expected that this will drive strong demand for the new units, notably with Mercedes Benz moving in as an anchor.

Embankment Business Park (Site 40)

Total	29/39 - Moderate
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7.121 The site comprises an employment allocation on the UDP Review (2006) proposals map. The site is characterised by a good range of stock which is of high quality. The site is considered to be attractive to potential occupiers and has a good level of market interest, even though floorspace has increasingly been lost to non-employment uses over the past few years. However the site is not well served by public transport and has a poor level of amenity / facilities, making occupiers of this site heavily reliant upon private car to access the site.

Stockport Trading Estate (Site 41)

Total	32/39 - Good
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7.122 The site comprises part of an employment allocation on the UDP Review (2006) proposals map. Stockport Trading Estate is one of the best sites within the Borough in terms of market performance. This is due largely to its prominent location, close proximity to the M60 and good internal infrastructure. The site could be further improved through the incorporation of better public transport links and through better access for amenity and facilities for the working population.

Kings Reach Business Park (Site 42)

Total	33/39 - Good
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7.123 The site comprises part of an employment allocation on the UDP Review (2006) proposals map. The site is characterised by a large number of office buildings and includes the iconic Stockport Pyramid building. The site is highly attractive to potential occupiers, and benefits from excellent links with the M60 and a highly prominent location. CDL campus has

recently been delivered on site and constitutes high quality new office space; however some they have only built out part of their consent and some of their land remains vacant. There are some additional development plots that could be delivered in future across the site. There appear to be a fairly large number of car show rooms, which dilute the traditional employment use of the site and the site lacks public transport access as well as amenity and facilities to support the large working population here.

Acorn Business Park (Site 43)

Total	31/39 - Good
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7.124 The site comprises an employment allocation on the UDP Review (2006) proposals map. The site comprises a cluster of 11 small units on the outskirts of Stockport Town Centre. The site is excellently located in terms of access to the M60 and the quality of infrastructure within the site is good. It seems to be fully occupied.

REDDISH NORTH

Station Road (Site 44)

Total	19/39 - Poor
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7.125 The site comprises most of Policy Guidance Area PG 1.2 on the UDP Review (2006) proposals map. This site suffers from very poor infrastructure and is heavily constrained by surrounding residential uses. Given the poor quality of the stock within the site there would be very little market interest.

Houldsworth Mill (Site 45)

Total	31/39 - Good
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7.126 Houldsworth Mill clearly benefits from the significant investment that has been made on the site in recent times. The site itself provides a range of SME/start-up space, some retail and trade counter style uses as well as some educational facilities. The quality of infrastructure within the site is good and the site benefits from a good level of planning policy support.

REDDISH SOUTH

Whitehill (Site 46)

Total	30/39 - Moderate
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7.127 The site comprises most of an employment allocation on the UDP Review (2006) proposals map. Whitehill comprises an amalgamation of Spur Hill and Greg Street Industrial Estates. The site is very large and is characterised by a broad mix of uses, however there is a higher than average concentration of trade counter and retail uses within the site. The range of quality, size and type of accommodation within the site provides a variety of options for potential occupiers.

Broadstone Mill (Site 47)

Total	23/39 - Moderate
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7.128 The site comprises part of an employment allocation on the UDP Review (2006) proposals map. The site comprises Broadstone Mill, a gym as well as a standalone employment unit and a small employment area to the rear of the site off Hurst Road. Broadstone Mill which anchors the site however is not utilised for traditional employment uses and rather functions as a retail facility. The area to the rear of the site which is still retained for employment use is of poor quality and suffers from limited market interest. The site is situated in a moderately sustainable location.

Coronation Street and Reuben Street (Site 48)

Total	29/39 - Moderate
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7.129 The site comprises most of an employment allocation on the UDP Review (2006) proposals map. The site has excellent links with the M60 and is very well located in terms of Public Transport links. Local site infrastructure is good and it is generally well occupied; additional units have been recently erected and seem fully let. Notwithstanding this, the operation of the site is inhibited by the site’s close proximity to residential uses. In addition stock along Reuben Street is of poor quality and is in need of significant investment.

MARPLE

MARPLE NORTH

Compstall Mill Complex (Site 49)

Total	21/39 - Poor
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7.130 The site comprises a Major Existing Developed Site in the Green Belt on the UDP Review (2006) proposals map. The site scores poorly both in terms of its high vacancy rates and low market attractiveness (resulting from poor quality infrastructure and dilapidated stock) as well as the site having a number of planning restrictions resulting from the Conservation Area status of the site and the locally listed buildings. Parts of the site are now earmarked for residential development, which lie within the site’s boundaries, creating potential for future conflicts, and accessibility is also an issue for the site.

Aqueduct Business Park (Site 50)

Total	19/39 - Poor
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7.131 The site falls within the Green Belt. This site is situated in an incredibly remote location and scores very poorly in terms of accessibility. This lack of accessibility certainly is impacting market attractiveness and constitutes a challenge to finding occupiers for the units that have become vacant. The stock is suited to the workshop style uses that exist within the site; however a significant amount of investment would be required in order to improve the accessibility of the site.

Westwood Trading Estate (Site 51)

Total	21/39 - Poor
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7.132 The site suffers from a poor quality of existing stock and internal infrastructure and the employment uses cause conflict with surrounding residential areas (and the nearby School) in terms of noise and odour. Part of the original estate has now been lost to a housing development. Despite this the site is well occupied and is suited to its current workshop uses.

Railway Road (Site 52)

Total	21/39 - Poor
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7.133 This site suffers from poor quality built stock and would require significant investment in order to increase the attractiveness of the site. However, the site benefits from a highly sustainable location, in close proximity to bus and rail stations.

MARPLE SOUTH

Hawk Green Industrial Estate (including Goyt Mill) (Site 53)

Total	19/39 - Poor
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7.134 The site comprises an employment allocation on the UDP Review (2006) proposals map. The site is poorly located in terms of access to the strategic road network and proximity to local amenity and facilities. In addition, the use of the site conflicts with surrounding uses and suffers from a poor quality of infrastructure. Even though the Mill Building itself is fully occupied, it is of poor quality and only accommodates very low value/ low density uses. Even though they are of mixed quality, surrounding buildings seem well occupied and comprise some good B2 stock. This indicates that the site meets a local need.

STEPPING HILL

HAZEL GROVE

Melford Road, Hazel Grove (Site 54)

Total	25/39 - Moderate
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7.135 The site comprises an employment allocation on the UDP Review (2006) proposals map. The site is poorly located in terms of access to the strategic road network and proximity to local amenities and facilities. In addition, the site suffers from poor quality infrastructure, and the land seems underutilised despite good occupation rates. The site currently benefits from good public transport links, thanks to the Park and Ride scheme on the adjacent site, but the Park and Ride hardly seems to be used. It is considered that the site could benefit from the delivery of the SEMMS Road nearby.

Marsland Road, Hazel Grove (Site 55)

Total	22/39 - Moderate
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7.136 The quality of the accommodation within the site is poor and is suited only to a small range of employment operators (who are looking for cheap, low quality workshop units). In addition the quality of infrastructure within the site is also poor, which creates conflicts with nearby residential uses. Notwithstanding this, the site is situated in a good location, in close proximity to Hazel Grove, including the Train Station and a range of bus services that link with Stockport Town Centre.

National Trading Estate (Site 69)- New ELR site

Total	23/39 - Moderate
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7.137 The site is located in Hazel Grove, adjacent to Stepping Hill Hospital and close to the A6. While it seems generally well occupied and the units look fir for their current purpose, the site is strongly constrained by its location in a residential area, which impacts access and creates conflict with employment uses on site. This would prevent intensification of the use of the premises, and it is considered that the site would not be of interest to higher profile occupiers.

STEPPING HILL

Pepper Road (Site 56)

Total	30/39 - Moderate
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7.138 The site comprises an employment allocation on the UDP Review (2006) proposals map. This site is located within one of the Borough’s key Employment Centres. The site scores well overall, however access to facilities / amenity as well as accessibility more generally (both in terms of public transport and strategic road network) inhibit the score of the site.

Rhino Court (Site 57)

Total	31/39 - Good
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7.139 The site comprises an employment allocation on the UDP Review (2006) proposals map. This site scores well overall and occupancy rates have significantly increased since the last review. However accessibility in terms of proximity to amenities, facilities and public transport links as well as its connectivity to the wider strategic road network could still be improved.

Newby Road (Site 58)

Total	29/39 - Moderate
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7.140 The site comprises an employment allocation on the UDP Review (2006) proposals map. This site is located in a similar location to Bramhall Moor Lane and Rhino Court and therefore faces similar access issues however the site has better links to the Train Station. Newby Road also suffers from a slightly poorer quality of stock generally and poorer infrastructure within the site.

Sandhurst Road (Site 59)

Total	23/39 – Moderate
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7.141 This site generally comprises poor quality accommodation and the quality of infrastructure is also poor. Some investment has however been made recently, with upgraded units now being occupied by an accident repair centre. Whilst the site is located in good proximity to range of facilities, there is a clear conflict between the use of the site and the surrounding residential and school uses.

WERNETH

BREDBURY AND WOODLEY

Bredbury East (Site 60)

Total	35/39 - Good
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- 7.142 The site forms part of an employment allocation on the UDP Review (2006) proposals map. The site forms the eastern half of Bredbury Industrial Estate. The site scores well, being highly attractive to the market, sustainably located and benefitting from good levels of planning support.

Bredbury West (Site 61)

Total	32/39 - Good
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- 7.143 The site forms part of an employment allocation on the UDP Review (2006) proposals map. The site is situated to the west of the A6017 and is of a slightly poorer quality than Bredbury East. The infrastructure within the site as well as the quality of stock is of poorer quality. Notwithstanding this, the site remains highly attractive to occupiers and benefits from an excellent location in close proximity to the M60. New trade and warehousing units are in construction on the site.

Pear Mill (Site 62)

Total	28/39 - Moderate
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- 7.144 The site comprises a Major Existing Developed Site in the Green Belt on the UDP Review (2006) proposals map Pear Mill is situated in a good location, within easy reach of the M60. The quality of infrastructure within the site is good, however the site is poorly served by public transport and some of the uses underway within the site are not traditional employment uses, which gives the impression of a leisure facility rather than an employment area.

Stockport Road West (Site 63)

Total	25/39 - Moderate
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- 7.145 This site is mixed in terms of quality of accommodation, access arrangements and market attractiveness. The portion of the site to the north of the A560 benefits from better quality accommodation and arrangements generally, whereas the southern portion of the site suffers from a poor quality of stock, restricted infrastructure and high vacancy rates. Both sites benefit from excellent public transport links and it is considered that a better quality of product in this location could benefit from high levels of market interest.

Welkin Mill (Site 64)

Total	26/39 - Moderate
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- 7.146 The site falls within the Green Belt. Welkin Mill benefits from an excellent location in a highly prominent position in close proximity to the M60. However, despite the site being

well served by bus, there a few other sustainable highways linkages to the site. Furthermore the quality of stock within the site is fairly poor around the mill, and while there seem to have been improvements to the mill building itself, it still would not meet high employment standards.

BREDBURY GREEN AND ROMILEY

Chadkirk Industrial Estate (Site 65)

Total	28/39 - Moderate
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7.147 The site comprises a Major Existing Developed Site in the Green Belt on the UDP Review (2006) proposals map. This site suffers from its remote location which results in poor connectivity to the strategic transport network and poor public transport accessibility. The quality of the infrastructure within the site and the overall quality of the stock within the site is good.

Green Lane Business Park (Site 66)

Total	24/39 - Moderate
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7.148 The site comprises most of Policy Guidance Area PG 1.5 on the UDP Review (2006) proposals map. The site is located on the outskirts of Romiley Village in a residential area. The site suffers from poor quality infrastructure and limited market attractiveness, however the site does benefit from a good level of local amenity and facilities.

Oakwood Mill, Romiley (Site 67)

Total	20/39 - Poor
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7.149 The site is located in a rural location to the south of Romiley. Despite the fact that the site is well occupied by a single occupier, the overall market attractiveness of the site is low. This is due to the location of the site, its poor infrastructure, as well as the highly bespoke nature of the Mill Buildings within the site. If the current occupier were to vacate the premises, the site is unlikely to be attractive to another operator without significant investment.

Conclusions on Qualitative Assessment

7.150 The qualitative assessment has scored sites using criteria that represent the specific nature of the Borough. Each of the 13 criteria are allocated a score of between 1 and 3 resulting in a total potential score index of between 13 and 39.

7.151 Findings indicate that whilst some employment sites within the Borough benefit from being planned and designed in a coherent and comprehensive manner, many other smaller and older sites appear to have grown organically over a long period of time.

7.152 The sites can generally be split into those which are considered to be good, those which are considered to be moderate and those which are considered to be poor. Good sites generally score between 31 and 39, moderate sites score between 22 and 30 whilst poor sites score between 13 and 21.

7.153 The sites are ranked in order of quality at Appendix III. This graph identifies that the amount of high-quality employment sites within the Borough is limited. A large

number of sites sit within the “moderate” category (22 – 31); however there are very few truly well performing sites.

7.154 General key issues associated with the sites assessed relate to:

- Quality of Stock;
- Access and Connectivity;
- Conflicts with surrounding uses;
- Infrastructure;
- Amenity.

7.155 Sites that score highly generally perform well in respect of these key criteria, whilst poorer scoring sites tend to display fundamental issues relating to 2 or more of the above criteria.

7.156 However, many poorer quality employment sites appear to be well occupied. This is interesting given the high levels of vacancy within the Borough and suggests that whilst employment sites are well used, individual units are not always fully occupied, meaning that accommodation within the Borough is not being utilised efficiently.

7.157 We consider that this is further indication that there is a lack of suitable stock. This in turn, will restrict the ability of some local businesses to find more suitable premises meaning that (as a result of a lack of options) some businesses will be required to occupy lower quality accommodation than they would ideally require.

7.158 This further reinforces the theory that there is still a build-up of demand (pent up demand) for certain accommodation within the Borough and suggests that if this issue were to remain unresolved, businesses would start to look for more suitable accommodation outside of the Borough. This is especially pertinent, as economic conditions become more unstable and local businesses start to require higher performing premises that will support their operations through difficult times. It is also clear that the Borough will increasingly be competing with other locations across the North West to attract occupiers, so that businesses are likely to find an alternative offer somewhere else if the quality issue remains unaddressed in Stockport.

7.159 Another issue identified during site visits is that whilst occupancy levels within employment sites are good (considering the quality of some of the sites) many industrial employment sites have a relatively large proportion of non-traditional employment uses that whilst generating employment, do not specifically fall within a B1/B2/B8 use-class. These could typically include (but are by no means limited to) use such as: go karting, crèches / nurseries, retailing and gym / fitness centres.

7.160 As highlighted in Paragraph 33 of the “Housing and economic development needs assessments” Planning Policy Guidance (PPG) (March 2015), this growing diversity of employment-generating uses is however an essential and important characteristic of a modern economy.

7.161 It is recognised that these uses do make an important contribution to the overall economy of Stockport Borough as well as the local communities which they serve. In addition, it is accepted that in some instances (especially in respect of historic

and sensitive buildings) these uses are essential to ensure the ongoing sustainable performance of certain employment sites and buildings.

- 7.162 Notwithstanding this, it is considered that the growth of these non-traditional employment uses over recent years adds to an overall ad-hoc and unplanned character to some employment areas and reduces the level of employment land that can be used for traditional employment purposes. It is a common view that this is likely to reduce the market attractiveness of some employment areas.
- 7.163 In consequence, it is recommended that an individual review of key employment sites and their layout should be undertaken to understand how the increase of non-traditional employment uses within their boundaries is affecting them individually.
- 7.164 As set out in the NPPG, a suitable variety of employment sites should be provided to cater for the needs of both traditional and non-traditional employment-generating uses. It is therefore considered that some degree of policy flexibility to enable non-traditional uses in employment areas is appropriate in cases where it is shown that the benefits to the local economy are capable of outweighing the harm.
- 7.165 In parallel, it is recommended that the assessment of the balance between the positive and negative impacts of specific proposals should also be used to resist against further non-traditional employment uses on a site-by-site basis, where the harm to the employment cluster would clearly outweigh the immediate benefits of increased diversity and immediate non-traditional employment generation.
- 7.166 Early indications suggest that whilst the Borough does not face an overall quantitative deficiency in employment land, it is still faced with a significant qualitative deficiency. Indeed, this qualitative deficiency is resulting in a shortfall of suitable employment land in specific market areas. This lack of suitable provision is inhibiting the ability of some local businesses to find appropriate accommodation and is reducing the Borough's ability to attract inward investment.

Improving Stock

- 7.167 Findings indicate that there is a need for additional, better quality, well located stock across office and industrial sectors. Without intervention, it is expected that the overall stock quality will continue deteriorating following the trends observed in the past years, adversely impacting the ability of the Borough to attract and retain high-economic value businesses.
- 7.168 Work undertaken in respect of future floorspace and employment land requirements suggests that it is highly likely that this better stock could be provided through the upgrade of underperforming employment sites within the M60 Gateway Area.
- 7.169 It is suggested that a programme of rationalisation is undertaken. This should include identifying key 'good' and high-performing 'moderate' sites in good locations and maximising their attractiveness through improvements to access, infrastructure, amenity and stock.
- 7.170 Where possible, opportunities could be sought to re-provide poorly located stock within better performing employment areas. This could enable the release of some poor quality sites in unsuitable employment locations for alternative uses.

7.171 Given the high levels of demand observed in relation to the number of opportunities that exist to upgrade existing sites, it is however considered that this rationalisation program may need to be supplemented by the release of greenfield sites in strategic locations if green belt and other related transport considerations can be overcome. Subject to the sites put forward being appropriate, it is considered that this could have a positive impact on economic activity in the Borough and should be considered within emerging growth policies.

Town Centre Sites

7.172 The qualitative assessment also uncovered a range of issues associated with a number of B2/B8 sites located within the southern portion of the Town Centre, (these locations are broadly identified within Figure 7.6.

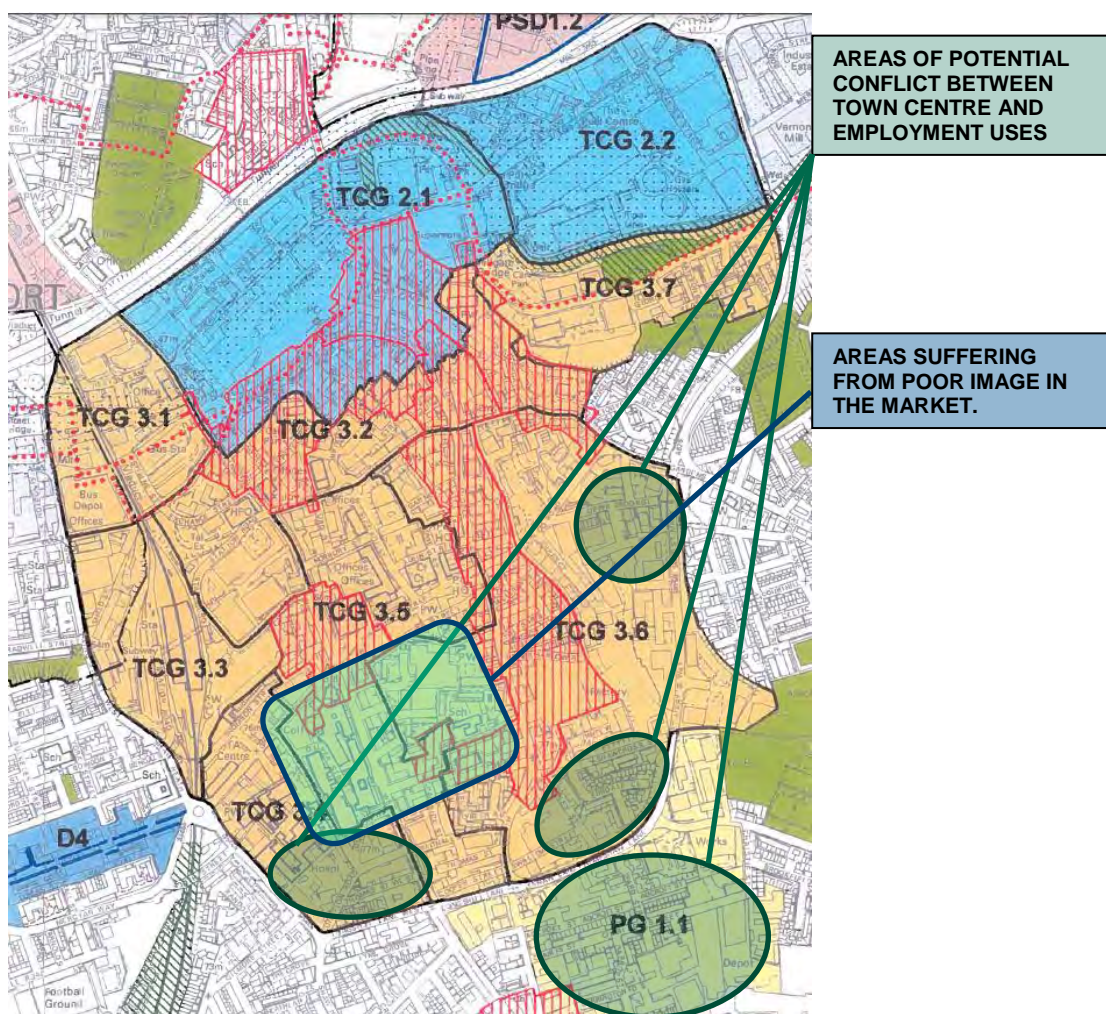


Fig 7.6: Plan identifying poor quality sites within the Town Centre.

7.173 These sites are generally characterised as being well located for amenity, public transport and the strategic highways network, however these sites generally create significant “bad neighbour” issues for surrounding Town Centre uses.

- 7.174 These sites form part of the historic employment areas of Stockport Town Centre. This is evident in the historic layout of street grids as well as high housing densities in the areas immediately surrounding the employment areas.
- 7.175 Whilst this type of street layout was widely used in historic industrial towns (to ensure that workers were near to their places of employment), the proximity of sensitive residential, retail and leisure uses within this area is now a major cause of potential nuisance resulting from issues of noise, odour and traffic congestion.
- 7.176 It is considered that these industrial uses could prevent the delivery of wider strategic ambitions for the Borough (most notable increasing housing numbers and the delivery of B1a office floorspace within the Town Centre) and furthermore, could deter additional investment within the Town Centre.
- 7.177 If it becomes apparent that this conflict is preventing the delivery of wider planning policy ambitions for the area, then the relocation of these uses to current existing under-utilised employment locations outside the Town Centre should be considered.
- 7.178 Additionally, it is expected that the works proposed to be undertaken under the emerging A6 town centre corridor masterplan could further contribute to improving the image and performance of the area. The proposed environmental improvements, which include public realm works and increased cycling/ pedestrian connectivity, could help ensure that the area becomes better functionally integrated within the rest of the city centre and the train station.

Mill Buildings

- 7.179 Mill buildings generally experience high levels of vacancy and as such they are often the subject of very little investment. As a result of this lack of investment, stock is slowly becoming less and less suitable for employment use.
- 7.180 Many mill buildings fall within the poorer performing sites. These facilities are generally poorly located, are in a poor state of repair and would require significant investment to bring them into suitable condition. In addition many mill sites are subject to heritage restrictions (within Conservation Areas, subject to national and local listings etc.) making redevelopment more difficult.
- 7.181 The 2005 Mills Strategy identified that almost a quarter (22%) of mill floorspace remains vacant, however without further investment, stock will deteriorate further and this level of vacancy is likely to increase. According to the recently released "Engines of Prosperity" Historic England report, levels of mills vacancy across the North West are indeed currently around 25 per cent, and it is likely that vacancy levels for Stockport have reached the same level over the past 10 years.
- 7.182 Because of the condition, format and layout of many mill buildings it is considered that much of the space within these buildings is simply unsuitable for employment uses.
- 7.183 This level of vacancy is unsustainable given current pressures on land within the Borough and steps will need to be taken to ensure that these vacant spaces are utilised more effectively.
- 7.184 Successful mill buildings are generally characterised by having:

- Proactive landowners
 - Significant investment;
 - Anchor occupiers;
 - Large areas of business incubation space; and / or,
 - Large areas of “non-traditional employment” leisure & retail floorspace.
- 7.185 Given the limited availability of investment for this type of product, as well as limited interested occupiers, we consider that it is unlikely that investment opportunities or interest from relevant occupiers will be sufficient to address current vacancy levels.
- 7.186 Viability is a key issue facing the ongoing maintenance and management of mill buildings and retaining employment use at many mill locations will be difficult without large-scale investment and significant works to buildings to improve the format of space. Without investment or regeneration, vacant mill stock will deteriorate further. As such, it might in some cases be reasonable to enable the release of mill buildings for non-employment uses.
- 7.187 Importantly, given the fact that this trend is characterised by widespread market failure, it is considered that the issue could benefit from some degree of public sector intervention.
- 7.188 Specific measures would need to be considered by Stockport MBC in further detail, however interventions could include (inter alia):
- Preparation of bespoke business plans for certain key assets, which would set-out the most appropriate route to delivery of improvements for the properties, assessing whether demolition or upgrade is most appropriate, what the mix of uses could be and a route to delivery, based on engagement with the landowners.
 - Direct public involvement in the redevelopment or upgrade of buildings. This might be achieved by purchase and self-delivery, however careful consideration would be required in order to assess the cost / benefits of such an approach.
- 7.189 It is worth noting that the current policy context provides considerable support for the redevelopment/repurposing of mill buildings, and there is clear scope to use resources from bodies such as Historic England and Homes England in projects where their involvement would be relevant.
- 7.190 As such, there would be a role for SMBC to act as a facilitator of the improvement of stock, linking landowners with supportive public organisations and providing an adequate regulatory framework to unlock projects on a site-by-site basis.

Stage B: Future Demand and Supply

8.0 Future Requirements

- 8.1 This chapter utilises existing baseline information as well as other raw data collected from on-line statistical databases to project the likely future demands for employment land within Stockport Borough Council (SMBC) up to 2035.
- 8.2 The forecasts made within this section use the Greater Manchester Forecasting Model (GMFM) 2017 to calculate floorspace from employment land which is then translated into land requirements. The methodology used in this chapter is set out in paragraphs 8.4 - 8.24 and the interrogation of the Forecasting Model itself in the rest of the chapter.
- 8.3 Two methods of checking the validity of the outcome of this model are then considered in paragraphs 8.51-8.72 (historic take up and trend analysis) and pent up demand is considered in paragraphs 8.73-8.102 before arriving at some basic conclusions regarding employment land demand and supply in the Borough to 2035 (paragraphs 8.103-8.113). The current model (2017) can be viewed at: <http://www.neweconomymanchester.com/publications/greater-manchester-forecasting-model>
- 8.4 **1. Calculating Floorspace from Employment**
- 8.5 The Greater Manchester Combined Authority (GMCA) has prepared and adopted a single economic and population forecasting model that specifically focusses upon population and economic forecasting for the ten Greater Manchester Authorities. This has been adopted by all 10 Local Authorities in order to ensure consistency throughout the sub-region.
- 8.6 The Greater Manchester Forecasting Model (GMFM) forecasts population growth and employees in employment by business sector, this model utilises historic economic data along with trend analysis based on established economic theory and has been widely used by other GMCA Authorities in the preparation of ELRs.
- 8.7 The GMFM provides Borough-wide information for Stockport Borough and has been updated as recently as autumn 2017. The population and employment forecasts for the Borough set out within the GMFM form the central information resource used in this employment land forecast and is used as the primary method of projecting floorspace requirements.
- 8.8 While former issues of the model additionally provided direct projections regarding floorspace requirements for the borough, this information has not been updated as part of the 2017 update. Even though the expected trends are likely to have changed since then, the forecasts produced in 2013 are therefore included again in this review, to provide a benchmark for analysis.

The Greater Manchester Forecasting Model

- 8.9 As previously indicated, the 2013 edition of the GMFM calculated projected floorspace requirements based upon projected changes in employment patterns up to 2033.
- 8.10 Based upon these projected figures, the projected floorspace requirements up to 2033 are shown in Fig 8.1. These projections were then extrapolated over the period 2033-2035, using the average year on year change rate of -0.32% for industrial and 0.94% for offices observed for 2017-2033. These figures identified a slight decrease in requirement for industrial and warehousing employment

floorspace (around 7 per cent), along with a small growth in requirement for office employment floorspace (around 22 per cent).

8.11 The further break down provided in GMFM between industrial and warehousing floorspace indicates that the projected overall decrease in industrial/warehousing floorspace is entirely driven by a reduction in requirements of industrial space (B1c/B2), which offset a slight projecting growth in storage and distribution land (B8).

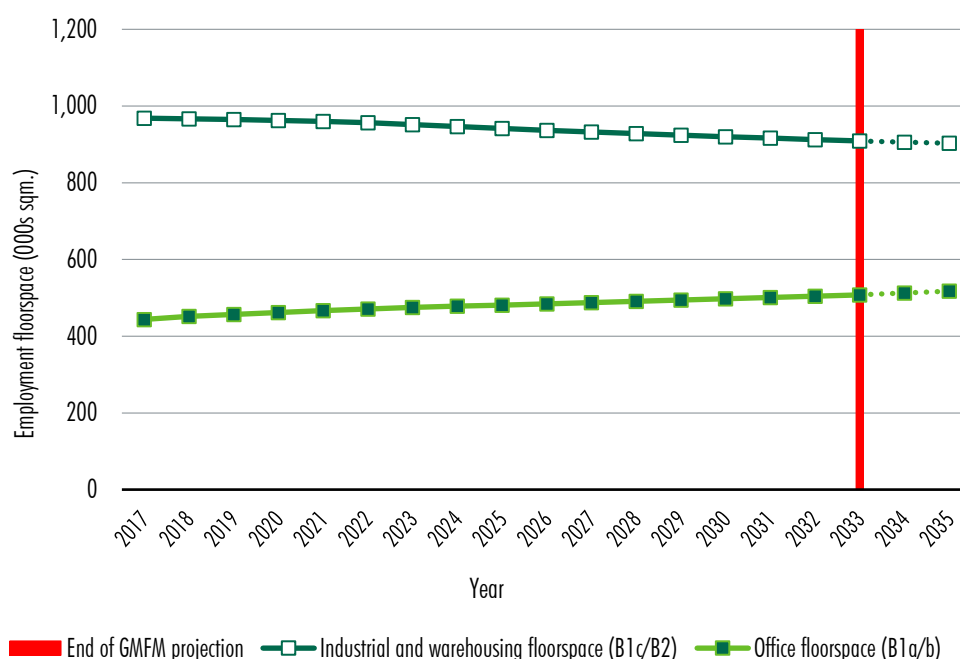


Fig 8.1 GMFM Projected Employment Floorspace Requirements for SMBC up to 2035 (extrapolated figures for 2033-2035).

8.12 The floorspace figures taken from the GMFM (2013) can be translated into a requirement for employment land in hectares. Estimating the employment density of employment can be achieved utilising guidance provided within the ODPM guidance (which has now been superseded).

8.13 Despite this guidance being replaced by NPPG, much of the research and supporting information used in preparing this document is still legitimate and highly useful when determining future projections.

2. Applying Floorspace Densities to Floorspace Provision to Calculate land requirements

8.14 To derive potential quanta of employment land, application of the following average gross floorspace densities per hectare has been used (this is taken from information contained in Appendix D of the Employment Land Reviews Good Practice note 2004).

- o Offices: 4,000 sqm. / ha
- o Industrial / Warehouse (amalgamated figure): 4,500 sqm. / ha

8.15 The application of this calculation (dividing the amount of floorspace in Fig 8.1 by the densities in paragraph 8.11 and adjusting figures with a 1.12 gross to net

ratio) gives the following projected employment land requirement for the study period.

Table 8.1 GMFM Projected Employment Land Requirement for SMBC up to 2035 (*2033-2035 figures extrapolated from trend)

Year	Industrial / Warehouse (ha.)	Cumulative Industrial / Warehouse Uplift (ha.)	Office (ha.)	Cumulative Office Uplift (ha.)
2017	241	0	124	0
2018	241	0	126	2
2019	240	1	128	4
2020	240	-1	129	5
2021	239	-2	131	7
2022	238	-3	132	8
2023	237	-4	133	9
2024	236	-5	134	10
2025	234	-7	135	11
2026	233	-8	136	12
2027	232	-9	137	13
2028	231	-10	137	13
2029	230	-11	138	14
2030	229	-12	139	15
2031	228	-13	140	16
2032	227	-14	141	17
2033	226	-15	142	18
2034*	225	-16	144	20
2035*	225	-16	145	21

8.16 This method of calculation suggests that based on the 2013 forecasts there would be very little change in employment land requirement over the study period and that a total of just 16ha. of industrial / warehousing land will become redundant, while 21ha additional hectares of office land would be required to 2035.

8.17 This would represent an overall need for just 5 additional hectares of employment land in total to 2035 across all B-use classes.

Limitations with the GMFM Approach and the need to validate the model

8.18 In addition to the figures being based on 2013 data, there are however a number of recognised limitations with this approach. These primarily relate to the historic trends and do not take account of factors such as:

- Unforeseen variations in market conditions;
- Loss of employment land / market churn; and,
- Vacancy levels / occupier choice.

- 8.19 Therefore in the interests of ensuring that a robust assessment is undertaken, additional calculations have been undertaken in order to refine and cross-refer the past projections taken from the GMFM. Refining the GMFM figures involves:
- *Calculating projected employment land need using projected employment figures (by sector) from the most recent GMFM issue (2017); and*
 - *Translating the local labour supply up to 2035 (see table 8.2) into a land requirement via application of standard plot densities whilst making adjustments for loss of employment land, vacancy and occupier choice.*
- 8.20 By undertaking this exercise, it will be possible to establish and compare two scenarios for the Borough:
- Unadjusted GMFM figures representing how requirements for employment land for the Borough were forecasted to grow to 2033 in 2013, based on the information and context of that time; and
 - The refined figures taking account of updates in the forecasted labour supply forecasts, losses in employment land and vacancies, and providing a surplus for occupier choice representing a maximum likely requirement up to 2035.
- 8.21 The original unadjusted GMFM figures and the refined figures can then be validated using an historic take up and trend analysis to benchmark the calculated figures. This method involves:
- *Analysing historic take-up rates for employment land for Stockport Borough for the period between 2003 and 2017. This 14 year period is subsequently split to cover two different periods of time representing both buoyant and constrained / recovering market conditions, and will therefore give a likely minimum and maximum figure.*
- 8.22 Whilst trend analysis has its own restrictions and would not be used to provide detailed projections in isolation, it does allow a 'sense-check' of the more detailed calculations and is therefore a useful tool in validating the detailed calculations.
- 8.23 Once the trend analysis has been completed, the overall findings will be reconsidered.
- 8.24 These methods and the strengths they offer in providing a comparison to the GMFM are considered in further detail below.

3. Refining employment land need using GMFM projected employment figures (by sector)

- 8.25 This method translates the GMFM employment forecasts into land via standard plot ratio and density calculations. By re-calculating the requirement for employment land in this way, it is possible to make strengthened land requirement estimates by making allowances for vacancies, churn and occupier choice.
- 8.26 The methodology of translating the economic projections into employment land requirements is outlined below. This process reflects guidance provided within the Greater Manchester Employment Land Position Statement prepared by Nathaniel Litchfield and Partners (NLP) in 2009. This methodology comprises a 5 stage process and is outlined below.

Stage 1: Categorise GMFM Employment Projections up to 2035 by B1, B2 and B8 use class;

Stage 2: Convert projected job figures in Table 8.2 into square metres of floorspace utilising The HCA Employment Densities Guide (3rd Edition) 2015 (Table 8.3) and refining these densities to meet Stockport’s characteristics (Table 8.4);

Stage 3: Apply a standard vacancy rate taking into account past trends and the best estimates for the current rates; and

Stage 4: Convert floorspace into hectares using *Employment Land Reviews Good Practice* note (2004) and apply plot ratio.

Stage 5: Adjust the overall requirement to take account of potential losses of employment land.

8.27 The above process will enable more detailed land requirements to be forecast.

Stage 1: GMFM Employment Projections up to 2035

8.28 One of the outputs of the GMFM is future employee numbers by sector. The employee numbers used in the GMFM are based on the Standard Industrial Classification (SIC). The 2017 GMFM output uses 2007 SIC codes. A full list of sectors and corresponding SIC codes are detailed as part of the Forecast Calculations provided at **Appendix IV**.

8.29 The GMFM Employment Projections up to 2035 are provided within table 8.2 below. Please note that this table excludes those uses that are not deemed to be traditional employment uses (i.e. those uses highlighted within the 2007 SIC Codes which create employment but are not considered to fall within B1, B2 and B8 use classes). Employment sectors have been grouped by Use Class to aid with floorspace assumptions at Stage 2.

Table 8.2 GMFM Projected jobs by Sector for SMBC up to 2035.

Employment Sector	B Use Class	Jobs (000s) 2017	Jobs (000s) 2035	% change 2017-2035
Food, beverages and tobacco products	B1c/B2	1.90	1.62	-15%
Textiles, leather and clothing	B1c/B2	0.49	0.35	-29%
Wood products, paper products printing	B1c/B2	1.81	1.36	-25%
Coke, chemicals, pharmaceuticals	B1c/B2	0.33	0.25	-24%
Rubber, plastic other non-metallic goods	B1c/B2	0.51	0.39	-24%
Metals and fabricated metal goods	B1c/B2	0.98	0.71	-28%
Computers and electronic goods	B1c/B2	2.24	1.58	-29%
Machinery, motor vehicles and other transport	B1c/B2	1.04	0.80	-23%
Furniture, other manufacturing & repair and installation of machinery	B1c/B2	0.48	0.38	-21%
Water supply, sewerage and other remediation activities	B1c/B2	0.92	0.88	-4%
Buildings construction, engineering & specialised construction activities	B1c/B2	8.33	10.51	26%
Wholesale and motor vehicles trade	B1/B2	9.87	10.40	5%
Warehousing and support activities	B8	0.68	0.72	6%
Publishing, motion picture and broadcasting activities	B1/B2/B8	0.53	0.57	8%
Telecommunications	B1a/B8	1.88	1.86	-1%
Computer programming and information services activities	B1a	4.85	5.85	21%
Financial service activities	B1a	3.26	3.05	-6%
Insurance, reinsurance and pension funds	B1a	0.82	0.74	-10%
Activities auxiliary to financial services	B1a	1.56	1.66	6%
Real estate activities	B1a	2.18	2.42	11%
Legal and accounting activities	B1a	3.68	4.35	18%
Activities of head offices	B1a	2.56	3.21	25%
Architectural and engineering activities	B1a	2.99	3.74	25%
Scientific research and development	B1a	0.02	0.02	0%
Advertising and market research	B1a	0.88	0.94	7%
Other professional, scientific	B1a	1.75	2.21	26%
Rental and leasing activities	B1a	0.85	1.12	32%
Employment activities	B1a	1.99	2.64	33%
Security and investigation activities	B1a	0.83	1.08	30%
Services to buildings and landscape	B1a	7.99	10.62	33%
Office administrative, office support	B1a	1.45	1.95	34%
Public administration and defence	B1a	4.39	3.74	-15%

8.30 The above table shows the projected changes in job numbers within Stockport between 2017 and 2035. While job figures for B1a employment uses rise over the study period (by just under 25 per cent overall), B1c, B2 and B8 employment figures remain broadly steady throughout the study period.

8.31 However, these broad forecasted trends clearly hide finer variation at a sector by sector level. While figures for B1a uses seem to show broadly uniform growth across all sectors, the steady overall count of B1c, B2 and B8 jobs results from the balance between a projected reduction in employment in certain sectors and the growth of others.

8.32 **Stage 2: Convert projected job figures into square metres**

8.33 Once individual employment sectors have been identified and have been allocated Use Classes, it is possible to convert employment figures into floorspace requirements. This is undertaken by using employment densities which have been taken from HCA Employment Densities Guide (3rd Edition) 2015.

8.34 The guide provides the following density figures:

Use Class	Sub-Category	Sub-Sector	2015 Density (sqm)	2010 Density (sqm)
B1a Offices	General Office (NIA)	Corporate	13	12
		Professional Services	12	
		Public Sector	12	
		Tech	11	
		Finance & Insurance	10	
	Call Centres (NIA)		8	8
B1b	R&D Space (NIA)		40-60	n/a
B1c	Light Industrial (NIA)		47	47
B2	Industrial & Manufacturing (GIA)		36	36
B8	Storage & Distribution (GEA)	National Distribution Centre	95	General: 70 Large Scale & High Bay Warehousing: 80
		Regional Distribution Centre	77	
		'Final Mile' Distribution Centre	70	
Mixed B Class	Small Business Workspace	Incubator	30-60	Serviced Office: 10 <i>Detailed explanation for the changes in this category are provided in Section 3 Para's 3.77-3.82</i>
		Maker Spaces	15-40	
		Studio	20-40	
		Co-Working	10-15	
		Managed Workspace	12-47	
B8 / Sul Generis	Data Centres	Wholesale	200-950	47 <i>Detailed explanation for the changes in this category are provided in Section 3 Para's 3.85-3.88</i>
		Wholesale Dark Site	440-1,400	
		Co-location Facility	180-540	

Table 8.3 Employment Densities by Employment Sector Source: HCA Employment Densities Guide 2015

FTE (Full Time Equivalent), GIA (Gross Internal Area), NIA (Net Internal Area), GEA (Gross External Area)

8.35 The GMFM does not break down floorspace into the same categories as the HCA Guidance. As such, applying the density model shown in Table 8.3 could lead to inaccuracies relating to the categorisation of floorspace. The HCA Model has therefore been used as a basis for a refined density assessment, which has been agreed with Stockport MBC and is detailed below.

- Office: A blended office floorspace figure of 12.5m² per FTE has been selected. This has been calculated by taking an average of corporate, public sector and tech general office, along with call centres and low range estimates for managed workspace, co-working accommodation, studios and maker space. IT/data centre floorspace has been excluded from this average, as well as incubators. IT/data centre and incubator floorspace accounts for a small proportion of the overall office accommodation within the Borough and it was considered that including this floorspace within the overall average would create an excessively high average figure, which would be inaccurate.
- General and Light industrial figures remain the same as HCA Guidance.

- Warehousing floorspace includes the 77m² per FTE shown in Table 8.3 (regional distribution centre). This figure constitutes a mid-point between the different types of storage and distribution space identified in the HCA tables, and is considered to be appropriate to reflect Stockport’s potential to accommodate a range of warehousing activities, from last mile distribution centres to larger scale distribution hubs, which would all strongly benefit from the Borough’s road connectivity.
- We have also included a blended HCA density figure of 11m² per FTE for Financial and Professional Services for Stockport in the refined density assessment.

8.36 This has resulted in the following bespoke density conversion for Stockport job projections in Table 8.4:

1	General Industrial Buildings	36sqm. per employee
2	Light Industry	47sqm. per employee
3	Warehousing	77sqm. per employee
4	General Office Figure (Blended)	12.5sqm. per employee
5	Financial and Professional	11sqm. per employee

Table 8.4: SMBC Bespoke Employment Densities

8.37 Taking account of these employment densities, the employment projections in Table 8.2 can be converted into floorspace as identified below in Table 8.5:

Table 8.5: Projected Floorspace by Sector for SMBC up to 2035.

Employment Sector	Floorspace (sqm.)	
	2017	2035
Food, beverages and tobacco products [1 General Industrial]	68,393	58,415
Textiles, leather and clothing [1 General Industrial]	17,593	12,450
Wood products, paper products printing [1 General Industrial]	65,009	48,996
Coke, chemicals, pharmaceuticals [1 General Industrial]	11,950	8,991
Rubber, plastic other non-metallic goods [1 General Industrial]	18,365	13,948
Metals and fabricated metal goods [1 General Industrial]	35,276	25,503
Computers and electronic goods [2 Light Industry]	105,341	74,122
Machinery, motor vehicles and other transport [1 General Industrial]	37,508	28,930
Furniture, other manufacturing & repair and installation of machinery [1 General Industrial]	17,136	13,606
Water supply, sewerage and other remediation activities [1 General Industrial]	33,219	31,813
Buildings construction, engineering & specialised construction activities	299,806	378,333

Employment Sector	Floorspace (sqm.)	
	2017	2035
[70% 1 General Industrial & 30% 4 General Office]		
Wholesale and motor vehicles trade [50% 1 General Industrial & 50% 4 General Office]	239,448	252,224
Warehousing and support activities [3 Warehousing]	52,556	55,357
Publishing, motion picture and broadcasting activities [40% 1 General Industrial & 60% 4 General Office]	11,579	12,570
Telecommunications [4 General Office]	23,502	23,251
Computer programming and information services activities [4 General Office]	60,600	73,078
Financial service activities [5 Financial and Professional Services]	35,908	33,543
Insurance, reinsurance and pension funds [5 Financial and Professional Services]	9,062	8,163
Activities auxiliary to financial services [5 Financial and Professional Services]	17,215	18,234
Real estate activities [5 Financial and Professional Services]	24,007	26,604
Legal and accounting activities [5 Financial and Professional Services]	40,473	47,803
Activities of head offices [4 Blended Office]	32,005	40,072
Architectural and engineering activities [4 Blended Office]	37,370	46,749
Scientific research and development [2 Light Industry]	753	882
Advertising and market research [5 Financial and Professional Services]	9,730	10,373
Other professional, Scientific [2 Light Industry]	82,019	103,873
Rental and leasing activities [5 Financial and Professional Services]	9,321	12,274
Employment activities [4 Blended Office]	24,935	33,033
Security and investigation activities [4 Blended Office]	10,408	13,539
Services to buildings and landscape [4 Blended Office]	99,850	132,708
Office administrative, office support [4 Blended Office]	18,149	24,400
Public administration and defence [4 Blended Office]	54,819	46,732

- 8.38 By combining floorspace figures together in terms of the 5 bespoke density conversions shown in Table 8.4, it is now possible to establish overall figures for Office and Industrial / Warehouse space.
- 8.39 Furthermore, whilst the above table identifies 2017 and projected 2035 floorspace figures, by including annual figures for the interim period, it is possible to identify overall fluctuations throughout the study period.

Stage 3: Applying Vacancy Rates and a Flexibility Figure

- 8.40 The Nathaniel Litchfield and Partners (NLP) Employment Land Position Statement (2009) undertaken for Greater Manchester Authorities suggests a vacancy rate of 10% should be applied in healthy property market conditions; however Stockport has historically experienced higher than average vacancy rates (historical ONS data indicates that SMBC vacancy levels were at about 15% in 2005 and were still close to this level in 2017).
- 8.41 It is considered that given previous vacancy levels a 15% flexibility is appropriate in this instance. This includes uplift on the NLP figure of 5%. It is considered that this uplift is appropriate given the higher historic vacancies that Stockport MBC has experienced.
- 8.42 This vacancy rate is applied to the previously calculated figures, resulting in the uplift identified below in Fig 8.2 (this graph also illustrates annual fluctuations in floorspace throughout the study period).

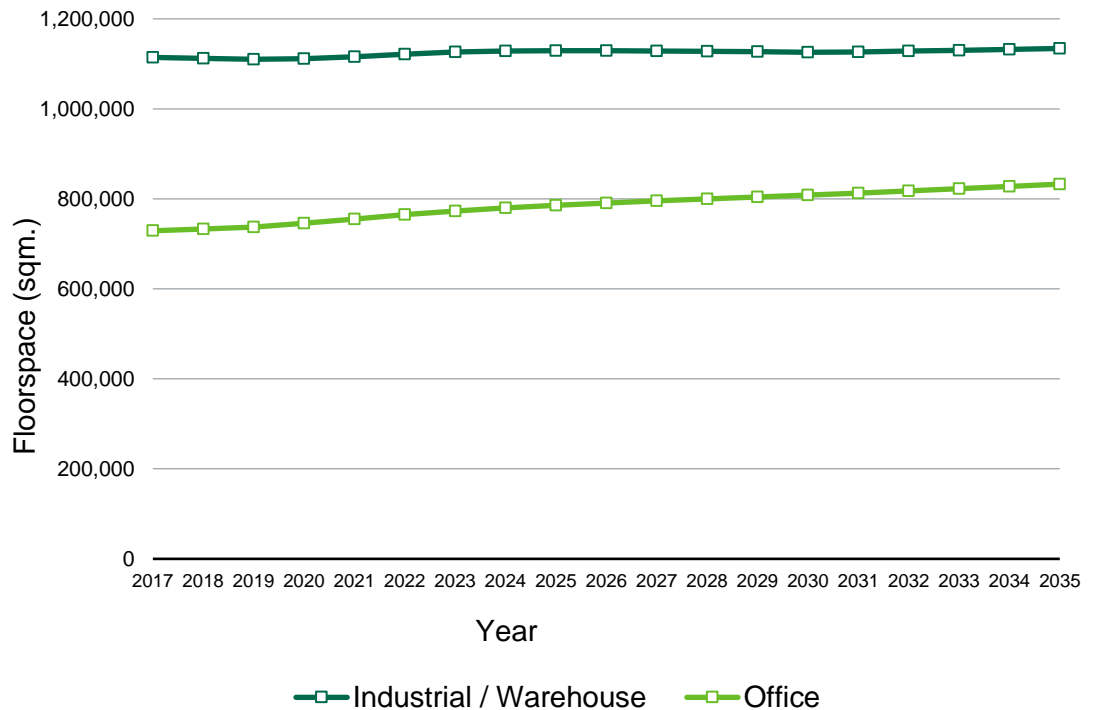


Fig. 8.2 GMFM Projected Floorspace Requirements for SMBC taking account of 15% 'Flexibility Figure'

- 8.43 Interestingly, this information shows that whilst requirement for office floorspace increases gradually and steadily over the duration of the study period, that for industrial and warehousing slightly fluctuates over the period 2017-2035. After a

short period of decrease between 2017 and 2020, demand for industrial/ warehousing floorspace demand (as determined by FTE/ sqm. densities) is likely to increase to a first high point during 2025, after which it is set to experience another period of decrease to 2030, before rising again until the end of the period.

Stage 4: Converting floorspace into hectares and applying density rates.

- 8.44 Once the overall floorspace (incorporating vacancy levels) has been established, it is possible to convert the floorspace figures into hectares by applying density rates. The density rates applied to floorspace in Section 8 are identical to those applied within the quantitative assessment of this study (Section 5). This conversion is made as follows:
 - Office Floorspace: 4,000sqm/ha.
 - Industrial / Warehouse Floorspace: 4,500sqm/ha
- 8.45 This calculation assumes that a building occupies 40% (Office) / 45% (Industrial) of the total plot of employment land, with the remainder of the site taken up with car parking, landscaping and other ancillary uses. It is appreciated that these figures can be subject to significant variations based upon the location of an individual plot and the uses proposed within the plot, however this assumption is made in line with ODPM Guidance and accords with the plot density rates used in the NLP Greater Manchester Employment Land Position Statement, and with other Greater Manchester Authority studies.
- 8.46 Upon applying these factors to the overall employment figures, the employment land requirement in hectares can be established as shown in table 8.6.

Table 8.6 Projected Employment Land by Sector for SMBC up to 2035.

Year	Industrial / Warehouse total (ha.)	Cumulative Industrial / Warehouse Uplift pa (ha.)	Office total (ha.)	Cumulative Office Uplift pa(ha.)
2017	248	0	182	0
2018	247	-1	183	1
2019	247	-1	184	2
2020	247	-1	186	4
2021	248	0	189	7
2022	249	2	191	9
2023	250	3	193	11
2024	251	3	195	13
2025	251	3	196	14
2026	251	3	198	15
2027	251	3	199	17
2028	251	3	200	18
2029	250	3	201	19
2030	250	2	202	20

Year	Industrial / Warehouse total (ha.)	Cumulative Industrial / Warehouse Uplift pa (ha.)	Office total (ha.)	Cumulative Office Uplift pa(ha.)
2031	250	3	203	21
2032	251	3	204	22
2033	251	3	206	23
2034	252	4	207	25
2035	252	4	208	26

Stage 5: Taking account of losses

- 8.47 As part of any ongoing assessment of requirements, it will be necessary to consider losses in industrial/commercial floorspace to other uses within the Borough.
- 8.48 Historic industrial/commercial losses within the Borough are provided below.

Table 8.7: Total amount of industrial/commercial floorspace lost to other uses for SMBC between 2006 and 2017 (sqm.)

Year	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	Average
Losses to Other Uses	29,923	12,496	5,048	7,363	4,659	1,095	14,844	9453	28,658	14,604	16,596	13,158

Source: Stockport Authority Monitoring Reports 2006 to 2017

- 8.49 Using data set out in Stockport AMRs between 2006-2017, the above table identifies there was a total of 144,739 sqm. of employment floorspace lost to other uses, amounting to an average loss of 13,158sqm. Broadly, this is weighted 1:2 to Industrial / Warehouse floorspace (i.e. twice as much industrial / warehouse floorspace is lost than office floorspace).

- 8.50 Once, again it is possible to convert this to employment site areas as follows:

Table 8.8: Average Amount of Employment Land Lost to Other Uses for SMBC

Employment Floorspace Lost (sqm.)
13,158
15,132 (adjusted for 15% vacancy)
3.56 ha. (divide 15,132 by 4,250 to convert to hectares)

- 8.51 Whilst this assessment does not take account of employment land losses to other uses, it will be essential that losses to other uses are closely monitored throughout the duration of the study period. Any employment losses within the Borough during this period should be re-provided.

Cross referring projected employment land need using historic Take up and Trend Analysis

8.52 The average annual amount of industrial/commercial land developed in Stockport between 2003-4 to 2016-2017 was reported in the Stockport Authority's Monitoring Report (AMR) 2016-2017 to be 17,793 sqm.

Table 8.9 Amount of industrial/commercial land developed between 2003/4 to 2016/17 for SMBC (sqm.)

Year	B1	B2/B8	Total
2003/04	11,050	10,375	21,425
2004/05	8,101	17,104	25,205
2005/06	8,085	17,507	25,592
2006/07	13,015	21,651	34,666
2007/08	24,461	4,624	29,085
2008/09	9,923	2,667	12,590
2009/10	6,938	441	7,379
2010/11	5,662	28,654	34,316
2011/12	55	3,418	3,473
2012/13	1,635	408	2,043
2013/14	3,382	1,728	5,110
2014/15	1,272	15,597	16,869
2015/16	5,090	14,971	20,061
2016/17	2,970	8,923	11,893
Average	7,260	10,576	17,836

Source: Stockport Authority Monitoring Report 2016/2017.

- 8.53 Interestingly, most of this new supply was made of relatively small developments. For example, the largest developments that resulted in a net addition of employment floorspace for each the past five years were 750 sqm of B2/B8 floorspace in 2016/17 (Unit 1 Newbridge Lane), 5,958 sqm of mixed B1/B2/B8 space 2015/16 (Banner House), 12,024 sqm of B2/B8 floorspace in 2014/15 (Tiviot Way), 700 sqm of mixed B1/B2/B8 space in 2013-14 (Corrie House, Bredbury Parkway) and 419 sqm of B1 floorspace in 2012-13 (154-156 Higher Hillgate).
- 8.54 These were by far the largest developments for each of these years, confirming the market perception and findings of the qualitative analysis made in this report that there might be a shortage of land available to support larger scale employment developments across the Borough.
- 8.55 Interestingly, some larger schemes were completed in these years for conversions or rebuilding of existing employment stock to another employment use class (for example B1 to B2/B8 conversion or inversely).
- 8.56 In consequence, it is recommended that any monitoring exercise of employment development in the Borough should carefully look at the nature of the schemes recorded, to avoid double counting of employment space where conversions in fact do not create any additional employment floorspace.

8.57 In order to build a better picture of take up within Stockport, average take up figures from two periods of time have been calculated (during both strong and weaker market conditions). The first period average is taken from 2003/04 to 2007/08 (during what is broadly recognised as a strong period of economic growth and market conditions) and the second period is taken from 2008/09 to 2016/2016 (during weaker market conditions).

Strong market conditions

8.58 Average floorspace take up between 2003/04 and 2007/08 was 12,942 sqm of office space per annum and 14,252 sqm. of industrial / warehouse space per annum. Using the same methods of conversion as were utilised for the GMFM floorspace assessments, it is possible to establish how this floorspace would translate into hectares in Table 8.10:

Office:	Industrial / Warehouse:
12,942 sqm.	14,252 sqm.
14,883 sqm. (adjusted for 15% vacancy & choice)	16,390 sqm. (adjusted for 15% vacancy & choice)
3.72ha. (divide 14,883 by 4,000 to convert to hectares)	3.64ha. (divide 16,390 by 4,500 to convert to hectares)

Table 8.10: Average Take up During Strong Market Conditions for SMBC

Weak market conditions

8.59 During weaker market conditions between 2008/09 and 2016/17 average take up was 4,103sqm. of office space and 8,534sqm. of industrial / warehouse floorspace per annum. Using the above formula, it is possible to establish the employment land requirements during weaker market conditions in Table 8.11.

Office:	Industrial / Warehouse:
4,103	8,534
4,718 (adjusted for 15% vacancy & choice)	9,814 (adjusted for 15% vacancy & choice)
1.18ha. (divide 4,718 by 4,000 to convert to hectares)	2.18ha. (divide 9,814 by 4,500 to convert to hectares)

Table 8.11: Average Take up During Weak Market Conditions for SMBC

8.60 If this annual average were to be projected forward for the 18 year period between 2017 and 2035 to correspond to the period covered by the emerging Stockport Local Plan, this would create a requirement for 7.3ha. of employment land per annum during strong market conditions (3.72ha of office land and 6.64ha for industrial land) and 3.36ha. of employment land per annum during weaker market conditions (1.18ha of offices land and 2.18ha of industrial land). This equates to an average of just over 5.3ha. per annum.

Amalgamating different calculation techniques

1. Offices

8.61 The graph below (Fig 8.3) shows the overall identified uplifts in office employment land as identified by the different scenario and calculation techniques:

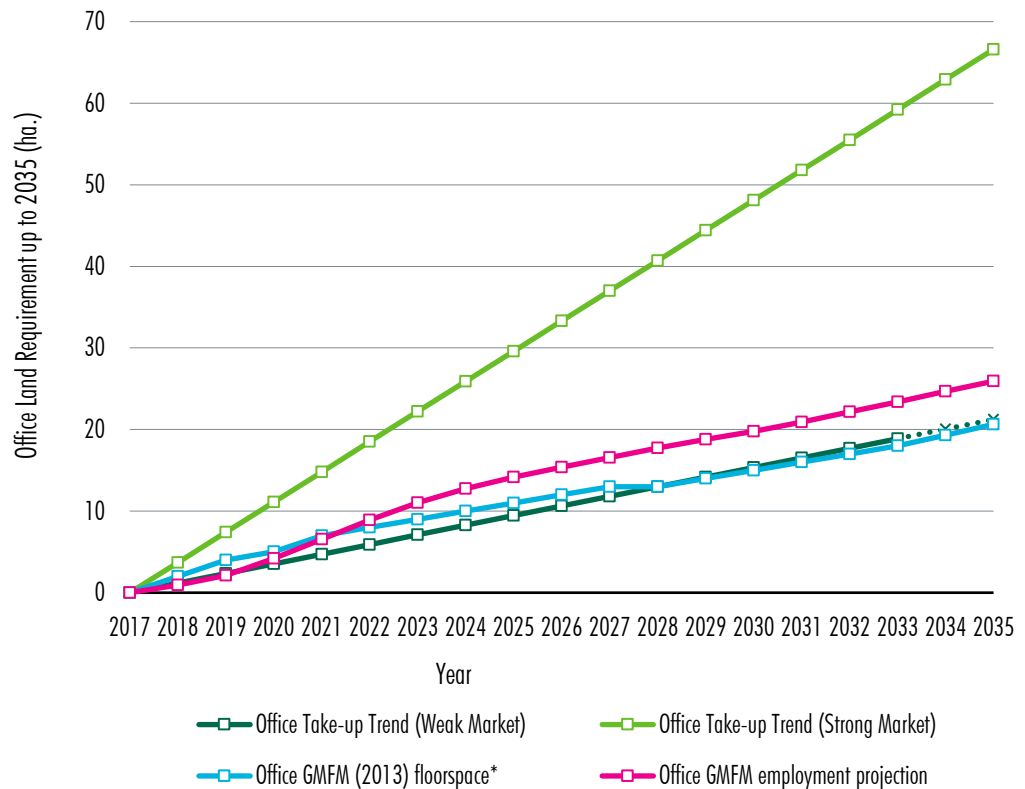


Fig. 8.3: Amalgamated Office Employment Land Requirement Projections for SMBC (*GMFM 2013 figures extrapolated for 2033-35)

8.62 Fig 8.3 above shows the projected actual uplift in employment land for office use which shows an increased requirement in all scenarios. The refined GMFM office (the pink line) figure sits between the historic take-up figures for both strong and weak market conditions.

8.63 As such we consider that the refined GMFM Employment Projection (pink line) requiring the delivery of an average of 1.4ha. of additional employment land per year for office development (or 26ha up to 2035) represents a robust reflection of the likely future land requirements for the Borough.

2. Industrial/Warehousing

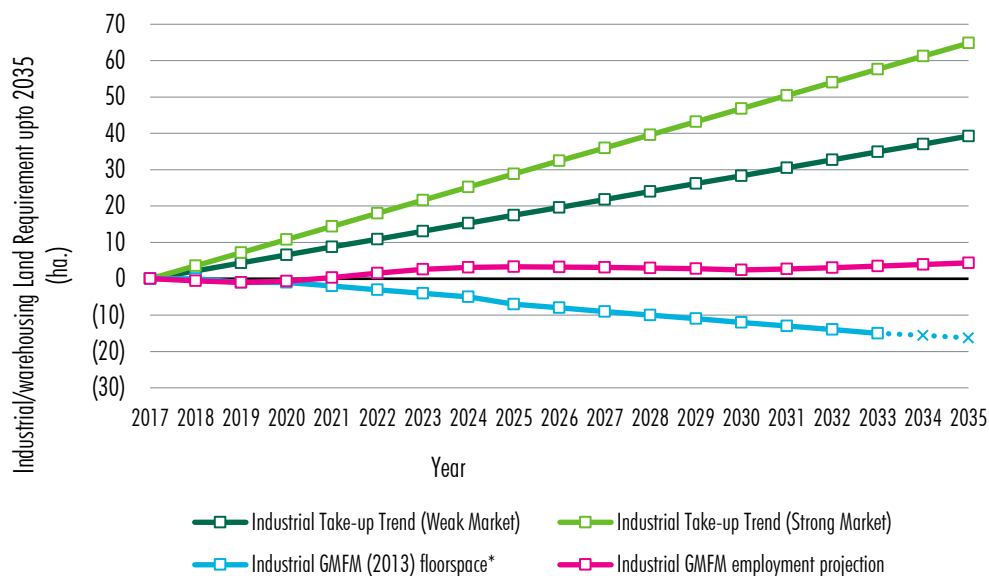


Fig. 8.4: Amalgamated Industrial Employment Land Requirement Projections for SMBC (*GMFM 2013 figures extrapolated for 2033-35)

- 8.64 Figure 8.4 above identifies the projected annual uplift in demand for industrial land up to 2035.
- 8.65 Interestingly, all methods of calculation identify an increase in overall employment land requirements throughout the study period, except the projections that were provided in the 2013 GMFM (light blue line, as extrapolated to 2033-2035)
- 8.66 Additionally, the refined industrial and warehousing GMFM 2017 figures (pink line) are well below the historic trends associated with both a strong (light green line) and a weak (dark green line) market.
- 8.67 The reason for this is that the GMFM employment projections identify that some industrial sectors will shrink in size over the coming years as a result of changes in market conditions.
- 8.68 Notwithstanding this, it is important to note that there are a number of difficulties associated with longer-term forecasting and whilst the above industrial projections do indicate that there may be a drop in overall industrial land requirements, in practice this may not be the case. The reasons for this are outlined below.
- 8.69 Whilst the forecasting work undertaken does represent the best available method for assessing future requirements, even with the refinements that have been undertaken, the model does still have some limitations. For instance, the model does not account for inward investment or the ability of a high-quality product in a good location to attract businesses from outside the Borough. If suitable, high quality accommodation is provided within the Borough then this could have the potential to create its own market, as evidenced through the success of recent large

strategic warehousing developments delivered in neighbouring Local Authorities across the North-West, for example Omega in Warrington. This is not accounted for within the forecast.

- 8.70 The reduction in demand for industrial employment land identified at Fig. 8.4 should therefore be considered within the context of the wider study (especially given the findings of the qualitative study of employment land within the Borough).
- 8.71 It is accepted that the take-up trend analysis (the light and dark green lines) also have limitations as they do not take account of future changes in employment provision and emergence of new market sectors that utilise floorspace in differing ways.
- 8.72 Notwithstanding this, the trend analysis provides a useful cross referral function and reinforces the assertion that there will be an increased requirement in employment land throughout the study period, even though the quantitative requirement might be less important than qualitative needs.
- 8.73 In this context, it is considered that the Refined GMFM employment projection figures (the pink line) is the most robust method of calculation for employment land and is suitable to constitute a basis for the forecast of future land requirements. However, given that these figures do not reflect any element of pent up demand, they are not capable of constituting do not provide a final answer. Paragraph 8.73 to 8.78 therefore set out a revised estimate of industrial land requirements, adjusting the figures shown on the pink trend line to incorporate considerations of pent-up demand.

Expressing Pent-up Demand

- 8.74 The forecasting and projections that have been undertaken do not take account of pent-up demand within the Borough. Pent-up demand is defined as being the build-up of demand for new accommodation within the Borough that is a result of a lack of provision of accommodation being delivered over recent years.
- 8.75 Given that vacancy rates are at 15% within the Borough, and that actual employment floorspace availability in the Borough (1,990,000sqm based on Valuation Agency data) seem well balanced with GMFM jobs-based projected requirements for 2017 (1,843,802sqm. of employment floorspace²⁴), it could be considered that this provides evidence that there is no pent-up demand.
- 8.76 However as previously stated within the findings of the Quantitative Analysis Section in Chapter 7 of this report, it is clear that there is an oversupply of certain types of accommodation, within the Borough, whilst there is a clear lack of floorspace in other areas of the Borough.
- 8.77 Whilst this suggests that on balance, quantitative need for additional floorspace is minimal, the qualitative analysis provides an indication that the relationship between demand and supply is not even across all types of employment floorspace, confirming findings from the market intelligence gathered during the engagement process.

²⁴ Identified at Appendix IV "Revised Total Floorspace Requirements (sqm.) - allowing for a 15% Vacancy Rate"

- 8.78 The most obvious discrepancy between projections provided by the trend analysis and the reality of the market is observed in industrial / storage and distribution units, particularly high-quality premises standing in prominent locations that are well connected to the strategic highways network. It indeed is apparent that demand currently outstrips supply for properties within these use classes.
- 8.79 An analysis of key market indicators provides evidence of this trend, giving additional weight to the conclusions of the market consultation exercise presented in Section 5. Complementing the rent levels and take-up analysis presented in Section 6, key indicators of pent up demand are reviewed in the below paragraphs.

1) *Enquiries versus take-up*

- 8.80 First, Table 8.12 below compiles market intelligence sourced from searches of CBRE and Costar Focus’s databases, showing the balance between the number of enquiries received for industrial/ warehousing premises across the North-West in 2017, against the amount of space that was effectively taken up.

Property size	Volume of enquiries - North West, 2017	Total take-up North West, 2017	Industrial/ Warehousing take-up as a proportion of enquiries
100,000 sq.ft. and below	12,918,111 sq ft	6,648,687 sq ft	50%
Over 100,000 sq. ft	8,316,000 sq ft	2,430,000 sq ft	29%
Total	21,234,111 sq ft	9,078,687 sq ft	43%

Table 8.12- Enquiries and take-up of industrial and warehousing floorspace in the North-West, 2017. Source: CBRE 2017, Costar 2018

- 8.81 This table indicates that, across the North West, 43% of enquiries for industrial properties have been matched by the actual occupation of a property in 2017.
- 8.82 This indicates a degree of imbalance in the regional market, whereby the potential appetite of many businesses to relocate to different premises is unable to materialise.
- 8.83 Clearly, the imbalance is more marked for large premises (over 100,000 sqft), for where only 29 per cent of enquiries appear to be followed by the completion of a deal.
- 8.84 While no enquiry data is available specifically for Stockport, CBRE research indicates that around 12% of all the enquiries in the North West for 2017 were broadly directed towards the local South Manchester market, without more specific locational requirements.
- 8.85 Based on the above table, this would proportionally suggest a volume of enquiries of around 2,548,100 sq ft of industrial premises in the local area in 2017 (12 per

cent of 21,234,111, while as previously shown in Figure 6.2, take-up in Stockport for this year was approximately 286,650 sq. ft.

8.86 This indicates that only circa 11 per cent of all the potential demand for industrial/ warehousing space in South Manchester is met by take-up of space in Stockport, suggesting that the imbalance observed across the North West is also fully relevant for the Borough. This suggests that measures would need to be taken in order to ensure that Stockport can develop an offer of industrial/ warehousing space able to accommodate the local demand for space which is currently unmet.

2) *Median time of properties on market*

8.87 The grounds why enquiries do not lead to take-up of space could however be numerous, and would on their own not be sufficient to provide evidence of an unmet demand.

8.88 Figure 8.5 below strongly suggests that an important reason why many of these enquiries are not carried through is a lack of availability of premises which meet the requirements of prospective occupiers.

8.89 Figure 8.5 indeed shows that, in Stockport, the median period of time that properties spend on the market before being taken-up has experienced a steady decrease over the past 4 years, reaching a 10 year low in 2017 with an average time on the market of 7 months.

8.90 This indicates that industrial/ warehousing properties currently being marketed through conventional channels are taken up at a very fast pace, showing that demand for all types of properties is strong and that any suitable property in the Borough is rapidly taken up.

8.91 Combined with the relationship between enquiries and take-up provided above, this points to a strong market where occupiers are currently competing to find premises able to cater for their demands.

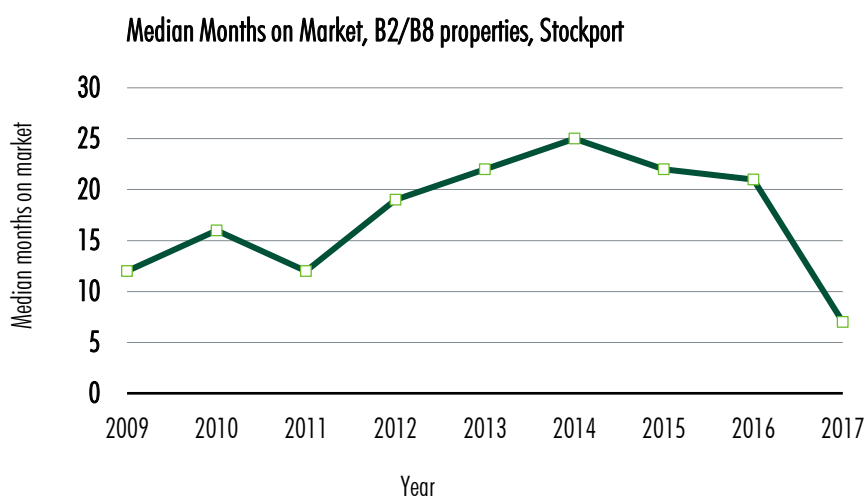


Fig 8.5 Median marketing time of industrial/ warehousing properties in Stockport, 2009-2017.

3) Demand for strategic properties

- 8.92 Because of their extensive land requirements, it is important to understand the extent of pent-up demand specifically targeted towards large, strategically located industrial properties.
- 8.93 Demand for this type of property could indeed strongly impact the Borough's need for industrial land, and it is therefore a key market segment to consider.
- 8.94 Given both regional and national competition for large strategic industrial / logistics occupiers, it can be considered that the amount of demand for such premises in Stockport Borough broadly equates to the volume of enquiries for premises over 100,000 sq. ft. in the North West identified in the Table 8.12 above, namely 8,316,000 sq ft for 2017.
- 8.95 The table already identified that only approximately 29 per cent of the volume of these enquiries actually materialised with the take-up of space in the region in 2017, showing that a large proportion of potential demand for this kind of space goes unmet in the region.
- 8.96 CBRE and Costar market intelligence indicates that while 2,430,000 sq. ft of such premises were effectively taken up across the region, none of these deals took place in Stockport, suggesting a specific lack of availability of properties of these kind to meet demand in the Borough.
- 8.97 These observations are strengthened by the fact that the last 5 years have seen a return of speculative construction of new accommodation as evidenced by S:Parcs Phase II, Stockport Trading Estate (industrial), Aurora Business Park (Gorse Bank) and the emerging plans for extension of Bredbury Industrial Estate in the October 2016 Draft Greater Manchester Spatial Framework.
- 8.98 The successful occupation of this type of speculative development indicates that where new-build, strategically located premises are delivered in Stockport, they are currently being taken up rapidly by the market. This in turn suggests that the lack of take-up for premises over 100,000 sq ft in 2017 in the Borough was caused by lack of availability rather than absence of demand.
- 8.99 Additionally, the ability of developers to secure funding for these schemes indicates high levels of investor confidence in the market. This overall suggests that the demand for new built industrial properties in well-connected locations currently outstrips availability.

4) Conclusions for the assessment of pent-up demand

- 8.100 The market intelligence reviewed above clearly indicates a degree of pent-up demand for industrial/ warehousing properties in the borough. This is observed across all types of premises, but given the extensive amount of land required by these properties, it is considered that unmet demand for large-scale strategic properties across the North West could have the greatest impact in terms of quantitative requirement for land across the Borough.
- 8.101 Given that there is no established methodology to quantify pent-up demand in hectares, we suggest that, on an indicative basis, a 10 per cent upwards adjustment should be made to the demand forecasts made under the revised GMFM model to better capture these considerations in the current market.

- 8.102 However, it is essential that key market indicators are regularly monitored (including take-up, average times on the market and volume of enquiries), as this will provide the clearest indication of the fulfilment of ongoing pent-up demand.
- 8.103 In particular, should the Borough wish to attract strategic industrial/ logistics occupiers, it would appear essential to fully review the occupational requirements of this type of businesses. This would be essential to determine whether any of the existing employment sites in the Borough is indeed capable of being re-developed to address these needs, or whether the release of new large sites would be required should the Borough aim to capitalise on the demand for space of these occupiers across the region by supplying land for strategic facilities.

Conclusions of Forecasting

- 8.104 Three approaches were used to calculate future requirements for employment land.
- The first used GMFM (2013) projected floorspace figures converted to land requirements using accepted plot ratio conversions;
 - Given the limitations of the GMFM, the second approach sought to refine the GMFM projected floorspace figure and employed a 5 stage process to convert GMFM (2017) employment projections into a land requirement, which also took account of losses in employment floorspace as well as providing an inbuilt flexibility to accommodate vacancy rates; and,
 - The third approach applied previous take up trends to the current level of employment land provided within the Borough for weak and strong market conditions and sought to act as a sense check of the GMFM calculations.
- 8.105 All three of these methodologies identified an overall increased requirement for employment land within the Borough throughout the study period.
- 8.106 It is considered that the refined GMFM approach (pink line) represents the most robust approach for offices. This approach identified the following office land requirements:
- **Office Use:** 26 ha. to 2035 (equating an average delivery rate of 1.4 ha. per year)
- 8.107 To some extent, the refined GMFM approach is also considered to provide the most robust baseline figures for industrial land requirement, indicating an estimated need of 4.4ha of industrial land to 2035 (0.2 ha. per year)
- 8.108 However, as detailed in the analysis, none of the forecasting models is capable of reflecting the true extent of demand for industrial space in the Borough, given its inability to capture existing high levels of pent-up demand.
- 8.109 In consequence, it is considered that the conclusions of the refined GMFM approach should be adjusted upwards to try and capture an element of this pent-up demand.
- 8.110 While there are no definitive guidelines on how this demand should be quantified, it is proposed that an indicative increase of 10 per cent should be added to the forecasting figures to provide a better reflection of the current market. In

consequence, it is considered that the land requirements for industrial uses are as follows:

- **Industrial Use:** 4.8ha to 2035 (equating an average delivery rate of 0.25 ha. per year)

- 8.111 Given the uncertainty associated with the longer term industrial land forecasts and the difficulty to appropriately quantify pent-up demand, there is however an essential need to continue to monitor requirements for employment land within the Borough, specifically for industrial uses. Key market indicators such as take-up of space, volume of enquiries, availability and average periods for which properties stay on the market should be carefully monitored to assess changes in levels of pent-up demand within the Borough.
- 8.112 It is therefore strongly suggested that industrial land requirements are carefully monitored as part of the annual monitoring process and that a more detailed review is undertaken on a biannual basis (ie. Twice a year). It is recommended that policy regarding the supply of industrial land should be flexible enough to accommodate any changes in needs as identified through this monitoring exercise.
- 8.113 In addition, this study does not take account of losses of employment land to other uses. Employment land is lost to other uses at an average rate of over 3ha. per year (3.56ha). It is essential that any additional losses of employment land are re-provided to ensure that the required net uplifts outlined in employment land in paragraph 8.105 and 8.109 are achieved. The loss of any large employment site to non-traditional employment uses could significantly hamper ability to meet the identified demand levels.
- 8.114 It is therefore strongly suggested that industrial land requirements and take-up of speculative development are carefully monitored as part of the annual monitoring process and that a more detailed review of take up and enquiries are undertaken on a biannual basis.

Stage C: Conclusions and Recommendations

9.0 Conclusions

Key Findings

Existing Employment Stock (Chapter 7)

- 9.1 The Borough currently provides 1,990,000sqm. of employment floorspace. Of this total, 472,000sqm. (25%) is utilised as office floorspace and 1,518,000sqm. (75%) is used as industrial / warehousing floorspace.
- 9.2 Stockport provides just over 2.6sqm. of office floorspace for every member of the working population. Manchester, Salford and Trafford provide more floorspace, however given that these areas comprise the City Region, it is considered that a higher density of employment floorspace per capita is to be expected.
- 9.3 However, Stockport has less industrial floorspace per capita than all other Greater Manchester Authorities except Manchester. In terms of overall industrial / warehousing floorspace provision, the Borough therefore ranks 9th out of the 10 Greater Manchester Authorities, a drop from its position as 6th in 2013/2014.

Vacancies (Chapter 7)

- 9.4 Vacancy information included is derived from vacancies reported to the DCLG by the annual National Non-Domestic Rates return. Data from this source at the above levels is only published on the ONS website for the period up to 2005. It is clear however that over this period, vacancies within Stockport District have traditionally been higher than those average levels of vacancy within the North West Region and England more generally: the average vacancy rate for Stockport over this period was indeed 13%, against 8.8% for the North West and 7.8% in England (figure 7.5).
- 9.5 The latest vacancy figures calculated using the Council's ratings analysis suggest that vacancy rates have not recovered since the aftermath of the recession, so that, 15% of the Borough's floorspace is currently vacant.
- 9.6 The current 15% vacancy level represents 298,500sqm. of the overall 1,990,000 sqm level of employment floorspace.
- 9.7 In order to present a true reflection of vacancy levels within the Borough, soft market testing has been undertaken in the form of local agent and developer engagement and site visits. This exercise has identified that whilst vacancy rates for the Borough are high, some specific types of accommodation currently experience very low levels of vacancy and high levels of demand.

Office Vacancies

- 9.8 Vacant office space is largely characterised by sub-prime, older and un-refurbished accommodation, for example on the upper floor of mill buildings or in office blocks from the 1960s-70s. Generally, stock which benefits from large and efficient floor plates in Town Centre locations or Business Park locations within close proximity to the M60 and with large amounts of vehicle parking are in high demand and experience low levels of vacancy. Some weakening in the demand for Business Park offices has however been observed in a number of instances, leading to higher vacancies. This is mainly relevant on sites where accessibility is constrained by congestion.

Industrial Vacancies

- 9.9 Despite lower quality, smaller units with poor connectivity experiencing high levels of vacancy, medium and large units that are well connected to the strategic highway network and local labour pools are currently experiencing very high levels of demand.
- 9.10 In addition, vacancy levels for new build warehousing and industrial accommodation are currently exceptionally low. Indeed, pressures upon high quality B2 / B8 accommodation have recently been sufficient to improve land values for industrial space in Stockport. This lack of floorspace has led to a return of speculative construction of new accommodation as evidenced by S:Parks Phase III, Stockport Trading Estate (Yew Street) and Aurora.
- 9.11 Combining overall vacancy details with this soft market analysis provides a detailed illustration of the current variation in vacancy levels for the Borough. It is clear that whilst some types of accommodation / locations are currently surplus to requirements, there is a real need for specific types of accommodation in certain areas. The failure to respond to this specific demand could result in local businesses seeking to move elsewhere within the region and an inability to attract inward investment.

Completions

- 9.12 Employment completions in recent years are showing some recovery after the difficult years faced in 2011-2014. (Tables 7.5 and 8.9) However, construction activity is still below the 10 year average, and far from the numbers observed in pre-recession years, both for B1(a) office floorspace and B1(b&c), B2 and B8 floorspace.
- 9.13 While overall land supply has increased, completions have also been offset by significant losses of employment floorspace to other uses, so that there net annual losses of floorspace have been recorded in all but one year over the past 5 years. (Table 7.5)

Employment Land Supply

- 9.14 Based upon quantitative analysis of sites within the Borough from Stockport's Industrial Land Availability database the total availability of employment land within the Borough is **64.70 ha**.
- 9.15 Of this availability, 22.4ha. is made up of land suitable for office use and 42.3 ha. for industrial / warehouse use.
- 9.16 In quantitative terms, Stockport Borough overall appears to have a sufficient availability of employment land.

Qualitative Assessment of Sites

- 9.17 The qualitative assessment has scored sites using criteria that are considered to represent the specific nature of the Borough. Each of the 13 criteria are allocated a score of between 1 and 3 (with 1 being a low score and 3 being a high score) resulting in a total potential score index of between 13 and 39.
- 9.18 Findings indicate that whilst some employment sites within the Borough benefit from being planned and designed in a coherent and comprehensive manner,

many other smaller and older sites appear to have grown organically over a long period of time.

- 9.19 Good sites generally score between 31 and 39, moderate sites score between 23 and 30 whilst poor sites score between 13 and 22.
- 9.20 The amount of high-quality of employment sites within the Borough is limited. A large number of sites sit within the “moderate” category (22 – 31); however there are very few truly well performing sites.
- 9.21 General key issues associated with the sites assessed relate to:
- Quality of Stock;
 - Access and Connectivity;
 - Conflicts with Surrounding Uses;
 - Infrastructure;
 - Amenity.
- 9.22 Sites that score highly generally perform well in respect of these key criteria, whilst poorer scoring sites tend to display fundamental issues relating to 2 or more of the above criteria.
- 9.23 Many poorer quality employment sites appear to be well occupied. We consider that this is further indication that there is a lack of suitable stock, which is restricting the ability of local businesses to move into more suitable premises. This further reinforces the theory that there is a build-up of demand (pent up demand) for certain accommodation within the Borough.
- 9.24 However the Borough also experiences high vacancy levels, which indicated that individual buildings are not used efficiently within the Borough.

Non-traditional Employment Uses

- 9.25 Furthermore, it has become apparent that whilst occupancy levels within employment sites are good considering the quality of some of the sites, many industrial employment sites have a relatively large proportion of non-traditional employment uses that whilst generating employment, do not specifically fall within a B1/B2/B8 use-class
- 9.26 It is recognised that these uses do make an important contribution to the overall economy of Stockport Borough however the growth of these non-traditional employment uses over recent years could reduce the market attractiveness of some employment areas and this needs to be addressed.

Town Centre Sites

- 9.27 The qualitative assessment also uncovered a range of issues associated with a number of B2/B8 sites located within the southern portion of the Town Centre.
- 9.28 Town Centre sites are generally characterised as being well located for amenity, public transport and the strategic highways network, however these sites generally create significant “bad neighbour” issues for surrounding Town Centre uses.

- 9.29 The location of these sites in close proximity to residential, retail and leisure uses represent a major cause of potential nuisance resulting from issues of noise, odour and traffic congestion.
- 9.30 It is considered that these industrial uses could prevent the delivery of wider strategic ambitions for the Borough (most notably increasing housing numbers and the delivery of B1a Office floorspace within the Town Centre) and furthermore, could deter additional investment within the Town Centre.
- 9.31 If it becomes apparent that this conflict is preventing the delivery of wider Planning Policy ambitions for the area, then the relocation of these uses to locations outside the Town Centre should be considered.

Mill Buildings

- 9.32 Mill buildings generally experience high levels of vacancy and as such they are often the subject of very little investment. As a result of this lack of investment, stock is slowly becoming less and less suitable for employment use.
- 9.33 The Mills Strategy identifies that almost a quarter (22%) of mill floorspace remains vacant, however without further investment, stock will deteriorate further and this level of vacancy is likely to increase. According to the recently released “Engines of Prosperity” Historic England report, levels of mills vacancy across the North West are indeed currently around 25 per cent, and it is likely that vacancy levels for Stockport have reached the same level over the past 10 years.
- 9.34 Due to the condition, format and layout of many mill buildings it is considered that much of the vacant space within these buildings is simply unsuitable for employment uses.
- 9.35 Viability is a key issue facing the ongoing maintenance and management of mill buildings and retaining employment use at many mill locations will be difficult without large-scale investment and significant works to buildings to improve the format of space. The Borough need to carefully consider the future of these buildings. Without investment or regeneration, vacant mill stock will deteriorate further. As such, it might in some cases be reasonable to enable the release of mill building for non-employment uses.
- 9.36 Given the fact that this trend is characterised by widespread market failure, it is importantly considered that the issue will not be resolved without a degree of public sector intervention.
- 9.37 Specific measures would need to be considered by Stockport MBC in further detail, however interventions could include (inter alia):
 - Preparation of bespoke business plans for certain key assets, which would set-out the most appropriate route to delivery of improvements for the properties, assessing whether demolition or upgrade is most appropriate, what the mix of uses could be and a route to delivery, based on engagement with the landowners.
 - Direct public involvement in the redevelopment or upgrade of buildings. This might be achieved by purchase and self-delivery; however careful consideration would be required in order to assess the cost / benefits of such an approach.

- 9.38 It is worth noting that the current policy context provides significant support for the redevelopment/repurposing of brownfield land in general, and mill buildings in particular. This reflects policy intentions set out in SMBC’s “Brownfield First” approach, in the ongoing plans to re-draft the Greater Manchester Spatial Framework with a greater focus on previously developed land, and the intent of the newly formed Homes England to support housing delivery on sites included in Local Authority’s Brownfield Registers. There is therefore clear scope to use resources from bodies such as Historic England and Homes England in projects where their involvement would be relevant.
- 9.39 As such, there would be a role for SMBC to act as a facilitator of the improvement of stock, linking landowners with supportive public organisations and providing an adequate regulatory framework to unlock projects on a site-by-site basis.

Qualitative and Quantitative Provision

- 9.40 Early indications suggest that whilst the Borough does not face an overall quantitative deficiency in employment land, it is faced with a significant qualitative deficiency.
- 9.41 Indeed, this qualitative deficiency is resulting in quantitative issues arising (i.e. there being a shortfall of suitable employment land in specific market areas).
- 9.42 This lack of suitable provision is inhibiting the economic performance of the Borough through ability of some local businesses to find appropriate accommodation and is reducing the Borough’s ability to attract inward investment.

Conclusions of Forecasting

- 9.43 Three approaches were used to calculate future requirements for employment land.
- 9.44 All three of these methodologies identified an overall increased requirement for employment land within the Borough throughout the study period.
- 9.45 It is considered that the refined GMFM approach represents the most robust approach. This approach identified the following demand for office land requirements:
- **Office Use:** 26 ha. to 2035 (equating an average delivery rate of 1.4 ha. per year) to be delivered at a rate of 1.4 ha. per year up to 2035.
- 9.46 To some extent, the refined GMFM approach is also considered to provide the most robust baseline figures for industrial land requirement, indicating an estimated need of 4.4ha of industrial land to 2035 (0.2 ha. per year)
- 9.47 However, as detailed in the analysis, none of the forecasting models is capable of reflecting the true extent of demand for industrial space in the Borough, given its inability to capture existing high levels of pent-up demand.
- 9.48 In consequence, it is considered that the conclusions of the refined GMFM approach should be adjusted upwards to try and capture an element of this pent-up demand.
- 9.49 While there are no definitive answers or guidelines on how this demand can be quantified, it is proposed that an indicative increase 10 per cent should be added to the forecasting figures to provide a better reflection of the current market. In

consequence, it is considered that the land requirements for industrial uses are as follows:

- **Industrial Use:** 4.8ha to 2035 (equating an average delivery rate of 0.25 ha. per year)

- 9.50 Given the uncertainty associated with the longer term industrial land forecasts and the difficulty to appropriately quantify pent-up demand, there is however an essential need to continue to monitor requirements for employment land within the Borough, specifically for industrial uses. Key market indicators such as take-up of space, volume of enquiries, availability and average periods for which properties stay on the market be carefully monitored to assess changes in levels of pent-up demand within the Borough.
- 9.51 It is therefore strongly suggested that industrial land requirements are carefully monitored as part of the annual monitoring process and that a more detailed review is undertaken on a bi-annual basis. It is recommended that policy regarding the supply of industrial land should be flexible enough to accommodate any changes in needs as identified through this monitoring exercise.
- 9.52 In addition, losses of employment land should be carefully monitored to ensure that the above requirements are delivered as net totals rather than gross totals.

Consolidating Qualitative and Quantitative Supply and Demand

- 9.53 There are a number of significant qualitative factors that need to be considered when assessing existing and future requirements.
- 9.54 In quantitative supply terms, it is apparent that there is broadly speaking, a suitable supply of land to cater for projected need for both office and industrial / warehouse demand. As identified below:
- Office: 26ha. forecast demand up to 2035 , with 22.4 ha. supply.
 - Industrial: 4.8ha. estimated demand up to 2035 with 42.3ha. supply.
- 9.55 However, assessing demand and supply without considering the nature of that demand is misleading. To be able to identify the true level and nature of the demand it is necessary to interrogate the details of the demand versus the supply.

Responding to Office Demand

- 9.56 In terms of supply there is a shortfall of 3.6ha up to 2035. However given the market demand analysis provided within Section 5, it is apparent that the fulfilment of this requirement should seek to deliver modern accommodation, with large format open plan floorplates and good levels of amenity and public transport links as opposed to isolated business parks.

Responding to Industrial Demand

- 9.57 A significant proportion of the Boroughs existing industrial employment stock is made up of dated, poor quality stock located on small sites.
- 9.58 This stock appeals to lower-end operators who are seeking cheap space to be used for light industrial / workshop type uses. However it is of very limited appeal to

those occupiers seeking large-format units with good internal infrastructure and good access to the strategic transport network.

- 9.59 Market research undertaken as part of this assessment has identified that there is minimal market demand for (and a surplus of) smaller, low quality stock within the Borough. It is considered this surplus of poor quality stock that has contributed to Stockport’s high vacancy levels for commercial and industrial buildings.
- 9.60 Notwithstanding this, there is a clearly identified market demand for higher quality, larger format units in well connected, prominent locations. This is evidenced in the market review within Section 5 of this study as well as the soft market agent surveys that have been undertaken.
- 9.61 Using this knowledge, it is worth considering site supply in further detail:

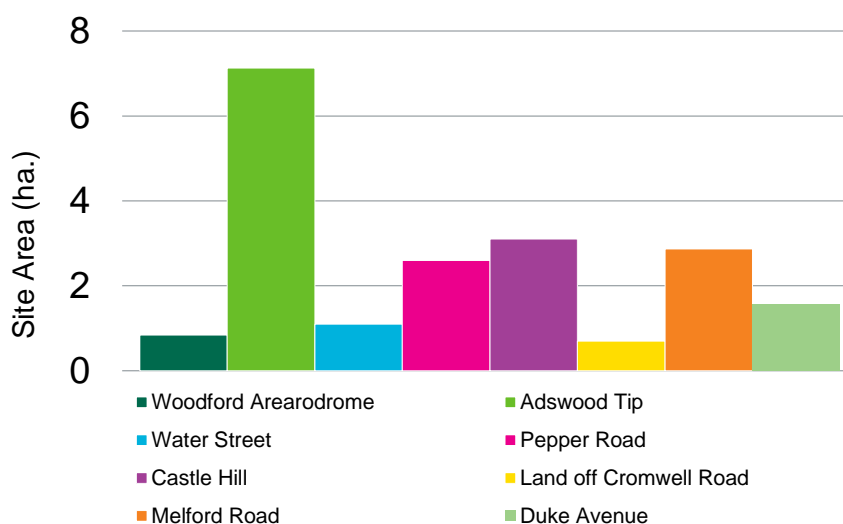


Fig. 9.1: Industrial Employment Sites in size.

- 9.62 Of the industrial employment supply outlined within Section 7 of this report, 8 industrial sites (see table 7.2 and 7.3) are over 0.5ha. in size (making them suitable for large-format industrial development).
- 9.63 Until recently, a number of other large sites would also have been available. These are however now either complete or in the process of being built out, and will therefore not be available for industrial use. These sites are the following:
 - Lime Grove. under construction for housing;
 - Land off Stockport Road East under construction for housing;
 - Gorsey Bank/Aurora Business Park (complete);
 - St Thomas Hospital under construction for housing;
 - Brighton Road under construction;
 - Premises at St Marys Way complete.
- 9.64 Based upon the above, it is however considered that all of the 8 sites of sufficient size to accommodate potential large-format industrial / warehousing development (shown in Figure 9.1), constitute suitable potential industrial, storage & distribution employment sites.

- 9.65 The combined land provided by these sites totals 19.9 ha. Whilst this is a suitable amount of land to meet the projected demand up to 2035, it is considered that additional land may also be required in order to fully respond to pent-up demand.
- 9.66 Based upon the surplus of poor quality accommodation within the Borough, it is considered that the upgrade and refurbishment of currently under-performing sites, which are appropriately located (in close proximity to the strategic highways network), could constitute an initial step in to address this pent-up demand.
- 9.67 This would have the multiple benefits of responding to market demand, addressing qualitative deficiencies in industrial land within the Borough and reducing the level of vacancies.
- 9.68 The upgrade of suitable sites should be a priority for the Borough. By closely monitoring the take-up of sites and by cross referring this with enquiry information it could be possible for the Borough to respond to pent-up demand in an appropriate manner without the need for the release of additional land in the short-term.
- 9.69 Where barriers to delivery of these comprehensive upgrades is too high to accommodate the scale of development to accommodate demand for strategic industrial space, it is however considered the release of additional land may be necessary to support the ambitions of a pro-growth policy framework.

10.0 Recommendations and Next Steps

- 10.1 In this section of the report, the key conclusions and findings from each section are considered in further detail and recommendations are provided in respect of how identified issues could be resolved. This section is set out in broad accordance with the recommendations provided within the “Study Objectives” at Paragraph 2.7.
- 10.2 Where appropriate, a series of next steps are provided to assist the Borough in formulating a strategy for the resolution of quantitative and qualitative deficiencies in employment land. These recommendations will assist with the formation of appropriate planning policies for the Borough.

Existing Employment Sites to be Retained

- 10.3 As outlined throughout this report (notably within Chapter 5, 6 and 9), the key issue in respect of employment land within the Borough relates to a persisting qualitative deficiency of existing sites. As such, it is critical for high quality sites (as well as those sites which are capable of being upgraded) to be retained for ongoing employment use.
- 10.4 The Qualitative Site Score Chart provided at Appendix III identifies those sites which are considered to be of high quality (these sites score 31 or above). These 12 sites should all be retained for ongoing employment uses.
- 10.5 Based upon the above, the sites to be retained are outlined below:

Site Number / Name	Key Issues
5: S:Park	The site is located in a highly prominent position with excellent access to the M60. There has been a high level of market interest in the site and Phase II is set to commence shortly.
10: Shawcross Street	The site is situated in a sustainable location in close proximity to the Town Centre and the strategic transport network.
21: Aurora (Gorse Bank)	The site is currently under construction for high quality industrial units. Market interest has been high and part of the site is already let. It benefits from excellent connectivity to the M60.
32: Bird Hall Lane	The site benefits from a high level of market interest on account of the established location and the broad range of accommodation within the site.
39: Brighton Road Industrial Estate	After falling in disrepair for several years, the site is now being comprehensively redeveloped for a mix of high quality employment accommodation and trade counters. The scheme includes site access and infrastructure improvements. The site is well located for employment use, with excellent connectivity to the M60 and good visibility from the nearby strategic transport network. It is already starting to attract key anchor tenants.
41: Stockport Trading Estate	Stockport Trading Estate is one of the best sites within the Borough in terms of market performance. The site benefits from a prominent location, close proximity to the M60 and good internal infrastructure.

42: Kings Reach Business Park	The site is highly attractive to potential occupiers, and benefits from excellent links with the M60 and a highly prominent location. There are some additional development plots that could be delivered in future.
43: Acorn Business Park	The site comprises a cluster of 11 small units on the outskirts of Stockport Town Centre. The site is excellently located in terms of access to the M60 and the quality of infrastructure within the site is good.
45: Houldsworth Mill	Houldsworth Mill provides a range of SME/start-up space, retail, and trade counter style uses as well as some educational facilities. The quality of infrastructure within the site is good and the site benefits from a good level of planning policy support.
57: Rhino Court	This site comprises a of 9 units to the west of Hazel Grove. While accessibility to amenities, facilities and transport links could be improved, the site scores well overall and occupancy rates have significantly increased since the last review.
60: Bredbury East	The site forms the eastern half of Bredbury Industrial Estate. The site scores well, being highly attractive to the market, sustainably located and benefitting from good levels of planning support.
61: Bredbury West	The site is highly attractive to occupiers and benefits from an excellent location in close proximity to the M60. Whilst infrastructure within the site could be improved, this site is strategically important to delivering the economic needs of the Borough.

Table 10.1: High Quality Sites to be retained

10.6 Furthermore, those sites which are of moderate quality, but by virtue of their size and/or location are of strategic importance should also be retained, as far as it is practical to do so. These sites comprise a mix of established employment locations facing a number of growth constraints which have adversely impacted their scores, and of under-utilised sites which offer potential to make a contribution to the overall employment land offer in future years.

10.7 These sites include:

Site Number / Name	Key Issues
1: Cromer Street Ind. Estate	A well-positioned site, in a prominent location within close proximity of the Town Centre and the M60. Accommodation is generally of good quality.
34: Cheadle Royal Business Park	The site is an established office location which benefits from a high level of market demand as a result of the quality of stock and landscaping within the site and the large-format office floor plates. Some access issues however represent a potential constraint on the site.

37: Crossley and Discovery Park	Crossley Park is a well occupied facility which is suitable for a range of employment uses. The site provides a range of accommodation and is located in an area which is suitable for employment uses, with minimal conflicting other uses.
40: Embankment	The site is characterised by a good range of stock which is of high quality. The site is considered to be highly attractive to potential occupiers and has a good level of market interest.
46: Whitehill	The site comprises most of an employment allocation on the UDP Review (2006) proposals map. Whitehill comprises an amalgamation of Spur Hill and Greg Street Industrial Estates. The site is very large and is characterised by a broad mix of uses.
Site 56: Pepper Road	This site is located within one of the Borough's key Employment Centres. The site scores well overall. While access to facilities / amenity as well as accessibility more generally (both in terms of public transport and strategic road network) currently inhibit its score, it is expected that the SEMMMS Road Network could significantly improve access arrangements, improving its location.

Table 10.2: Sites of Strategic Importance to be retained

10.8 In addition, some sites which score poorly, but benefit from a strong location **and local need** with good transport links should also be retained. The emphasis for sites such as this should be on upgrading the site quality to make the most of the good location. Based upon this, such sites will be vital in delivering qualitative improvements in employment land within the Borough.

10.9 These sites comprise:

Site Number / Name	Key Issues
Site 2: Vernon Mill	The site is located in a highly prominent location with excellent access on to the M60. Whilst the site is not in particularly good condition, the units are clearly suited to the uses that are currently in operation at the site.
Site 6: Meadow Mill	Whilst the site does benefit from a good location in close proximity to the strategic highway network, the quality of accommodation is of limited interest to potential occupiers in its current form. Ground level and 2nd floor accommodation is utilised and benefits from good levels of activity, however upper floors are less well occupied.
Site 7: Water Street	Water Street is an undeveloped, but allocated employment site. The site benefits from excellent proximity to the M60 and minimal surrounding sensitive uses. However the site is located in an area at risk from flooding and is not well served by public transport.
Site 38: Brent Road and Rooth Street	This site is characterised by low quality stock, which is in a poor state of repair and is in need of investment. However the location of the site is very good. The site has good prominence and benefits from excellent connectivity to the strategic road network.
Site 53: Hawk Green Industrial Estate/ Goyt Mill	The site comprises stock of mixed quality, with the mill and associated units in poor condition standing next to good quality B2 stock. Despite a lack of accessibility to the strategic transport network, this site is almost fully occupied and clearly meets a local need.
Site 58: Newby Road	This site is located in a similar location to Pepper Road and therefore currently faces similar access issues however the site has better links to the Train Station. Newby Road also suffers from a slightly poorer quality of stock generally and poorer infrastructure within the site. However, the good location of the site in relation to the SEMMMS Road Network could significantly improve access arrangements and further support its status as a strategic site for the Borough.
Site 65: Chadkirk Industrial Estate	The employment use of this site is diluted by non-employment activities, including showrooms and bulky good retail, and it is not well located in relation to key transport links. However, premises are of good quality and well occupied, showing that the site's offer meets a local need.

Table 10.3: Well-located sites which could potentially contribute towards future supply

Reducing Vacancy Levels

10.10 The latest vacancy figures calculated using the Council's ratings analysis suggest that vacancy rates have increased during the recession and that 15% of the Borough's floorspace is currently vacant.

10.11 The current 15% vacancy level represents 298,500sqm. of the overall 1,990,000sqm level of employment floorspace.

- 10.12 Vacancy levels are traditionally higher than both the North West and National average and addressing this issue is key to improving the efficiency of land use within the borough and responding to demand for additional employment floorspace.
- 10.13 By way of an indication, a reduction in vacancy rates from 15% to 10% would result in an additional 99,500sqm. of employment floorspace being made available. Therefore, the reduction of vacant floorspace is considered a critical factor in responding to office and industrial demand.
- 10.14 Interestingly, only around 57 per cent (169,060 sqm) of the total vacant space is currently being marketed through conventional channels.

Additional Land to be Identified for Employment Uses

Responding to Office Demand

- 10.15 In terms of supply there is a shortfall of 3.6 ha. up to 2035. However given the market demand analysis provided within Section 5, it is apparent that the fulfilment of this requirement should seek to deliver *affordable* modern accommodation, with large format open plan floorplates and good levels of amenity and public transport links as opposed to isolated business parks. This stock should importantly cater for the needs and support the expansion of the local business base, which currently primarily consist of small companies. It is likely that the market will not spontaneously deliver additional prime (Grade A) stock similar to Stockport Exchange because of viability constraints at given current rental levels.
- 10.16 Should the Borough seek to attract major, large employers that would support the market delivery of additional Grade A premises, it is considered that a proactive marketing approach would be required, including the provision of strong incentive packages to potential firms.
- 10.17 Even in the absence of a strategy to unlock private Grade A schemes, it is however important to note that well-located new floorspace that is fit for modern employment needs is clearly deliverable and should be the focus for offices development in the Borough, if it is to remain attractive to occupiers.
- 10.18 This trend towards accessible locations with good amenity space remains a significant feature of current occupier decisions in South Manchester.
- 10.19 As such, Town Centre locations should be sought for new build accommodation or accommodation that has been refurbished to a very high standard.
- 10.20 Given the findings of the qualitative study, there is a clear opportunity to utilise under-performing Town Centre employment sites used for industrial purposes to provide for some of this demand. In addition, it may be possible to convert currently underperforming and vacant office space within the Town Centre to deliver a better quality of accommodation. These measures will have the dual benefit of responding to market demand and reducing the amount of vacant space within the Borough.
- 10.21 In so far as the conversion of office space in the Town Centre to residential uses through permitted development rights only lead to the loss of poor quality employment stock, this recent trend should not be expected to adversely affect office land supply for the Borough. However, the conversions would become more

problematic should they start resulting in the loss of high quality stock, and it is recommended that this should be monitored.

Responding to Industrial Demand

- 10.22 Of the industrial employment supply outlined within Section 7 of this report, it is considered that Woodford Aerodrome, Adswold Tip, Water Street, Pepper Road, Castle Hill, Land off Cromwell Road, Melford Road, Duke Avenue are suitable potential sites to respond to part of the specific demand for large-format industrial, storage & distribution sites
- 10.23 The combined land provided by these sites totals 19.9 ha. Whilst this is a suitable amount of land to meet the projected demand up to 2035, it is considered that additional land may be required in order to fully respond to pent-up demand. It is considered that land would in particular be required in locations with prime connectivity to the strategic highway network.
- 10.24 As detailed in other sections of this review, there is however no established methodology to quantify pent up demand. Consequently, it is essential that key market indicators of pent up demand (such as volume of enquires for different property types, take-up rates and average period during which properties stay on the market) are thoroughly monitored on a regular basis.
- 10.25 This will be essential to determine whether current levels of pent up demand are being sufficiently catered for through the existing land supply, or whether a continued imbalance needs to be addressed by the provision of additional land in strategic locations.
- 10.26 Bearing in mind this need for regular review, land could be provided through redeveloping under-performing sites in highly accessible locations (such as Bury / Rooth Street) where site constraints are not prohibitive.
- 10.27 Industrial employment sites suitable for refurbishment / upgrade should be sought based upon how well they score in respect of the qualitative assessment criteria undertaken as part of this study, however based upon existing demand, specific regard should be had towards:
- Connectivity;
 - Proximity to potential work force;
 - Site visibility / prominence;
 - Environmental constraints; and
 - Conflicts with surrounding land uses.
- 10.28 On this basis, we consider that potentially suitable sites would be located along main arterial highway routes with good connectivity to the Strategic Road Network and with good public transport links to residential / town centre areas. Considering emerging infrastructure links, sites located along the A6MARR with emerging infrastructure links would therefore be suitable future growth locations, provided Green Belt release and related transport policy considerations can be overcome to enable this.

- 10.29 Importantly, connectivity should however be assessed in terms of travel times as well as distance, congestion being a key factor to consider.
- 10.30 There are a number of sites that suffer from exceptionally poor quality of stock, but which are situated in locations which are recognised as being highly suitable for employment uses. By focussing upon these sites, it may be possible to respond to short-term market demand without requiring the release of additional land for employment use. In this way quantitative pressures for specific types of employment space can be addressed through qualitative improvements to existing employment sites.
- 10.31 Where existing employment sites prove to be too constrained to permit the delivery of the comprehensive improvements needed to compete with the quality standards observed in neighbouring authorities (for example Omega in Warrington) and make them attractive to strategic occupiers, the use of greenfield site might become necessary in order for the Borough to make the most of this growth opportunities.
- 10.32 Considering the release of additional land such as the at north of Bredbury Industrial Estate as proposed in the Draft GMSF or along the A6MARR could in this case constitute the most effective solution to meet pent-up demand and meet growth aspirations. This would however require detailed site by site assessment, as in the current context land in these areas is constrained by Green Belt policy and lack of accessibility by public transport.

Release of Employment Sites

- 10.33 Conflicts between poorer quality employment sites and surrounding uses is a key issue for the Borough and if allowed to continue, could inhibit Stockport’s ability to achieve wider policy aspirations.
- 10.34 Many poorer quality sites identified within the Qualitative Conclusions section suffer from conflicts with surrounding land uses and the resolution of these conflicts should be considered as a priority when considering the release of poorer quality sites for other uses.
- 10.35 Depending upon the ability of the Borough to respond to existing office and industrial demand, the release of poorer quality sites (those not outlined for retention within Tables 10.1-10.3 above) for other uses could be appropriate and could significantly contribute to the achievement of wider planning policy ambitions within the Borough.
- 10.36 However, high quality employment land within the Borough is in demand and prior to the release of any site for alternative uses, consideration should first be given as to whether the performance of the site could be improved to create a better employment provision (as identified above, this is especially relevant in instances whereby sites are of limited attractiveness, but are well located for employment use).
- 10.37 Furthermore, the loss of employment sites that are well occupied, without the re-provision of other more suitable sites, could well lead to businesses seeking to relocate to more suitable accommodation outside of the Borough. This matter should also be given due consideration in assessing the release of employment sites for other uses.

10.38 Therefore, in considering the release of sites, it will be essential to fully consider the following criteria:

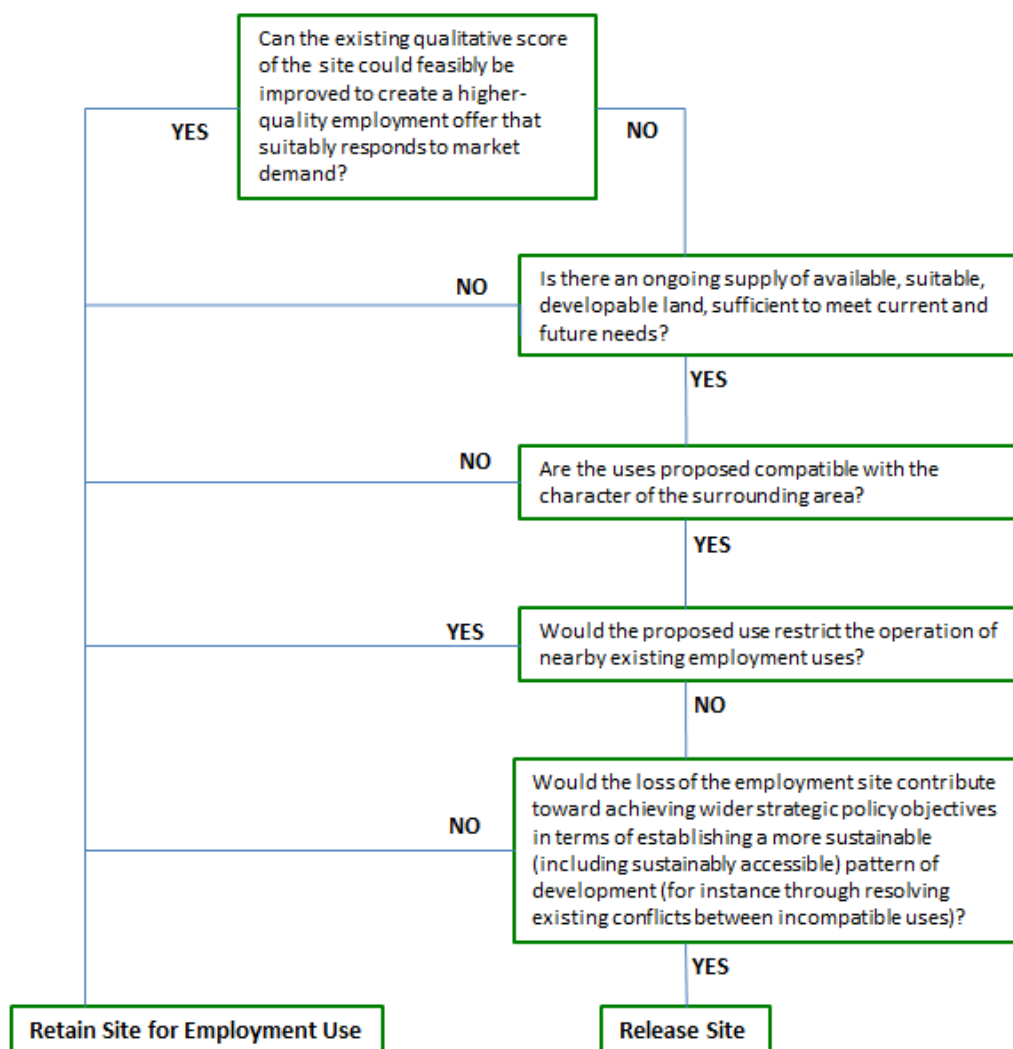


Fig 10.1: Assessment criteria for release of employment sites.

10.39 It is considered that the application of the above assessment criteria along with a detailed review of the qualitative site assessment would provide the necessary grounds for the determining whether a site should be released from employment use.

Non-traditional Employment Uses

10.40 This study has identified that many industrial employment sites have a relatively large proportion of non-traditional employment uses that whilst generating employment, do not specifically fall within a B1/B2/B8 Use-Class.

10.41 It is recognised that these uses do make an important contribution to the overall economy of Stockport Borough however the growth of these non-traditional employment uses over recent years could reduce the market attractiveness of some employment areas.

10.42 There is potentially a need to review the Borough’s leisure and employment policy to ensure that a coherent strategy is prepared which clearly manages this issue and seeks to ensure that those locations that are best suited to employment uses are protected.

Mill Buildings

10.43 Mill buildings generally experience high levels of vacancy and as such they are often the subject of very little investment. As a result of this lack of investment, stock is slowly becoming less and less suitable for employment use.

10.44 Successful mill buildings are generally characterised as benefitting from:

- Proactive landowners;
- Significant investment;
- Anchor occupiers;
- Large areas of business incubation space
- Large areas of “pseudo-employment” leisure & retail floorspace.

10.45 Given the limited availability of investment for this type of product, as well as limited interested occupiers, we consider that it is unlikely that investment opportunities or interest from relevant occupiers will be sufficient to address current vacancy levels.

10.46 Viability is a key issue facing the ongoing maintenance and management of mill buildings and retaining employment use at many mill locations will be difficult without large-scale investment and significant works to buildings to improve the format of space. The future of these buildings should be carefully considered. Without investment or regeneration, vacant mill stock will deteriorate further.

10.47 A strategy needs to be considered to improve the performance of Mill Buildings within the Borough and it is clear that a more flexible approach is required. This could relate either to the redevelopment of Mill Buildings; or to the way in which suitable uses within these premises are considered.

10.48 The recent review of Stockport mill building has provided insights into the current number and quality of historic mills across the Borough²⁵. Under the light of the findings of this Employment Review and of Historic England’s recently published report highlighting options for the re-use of mills in the North-West, it is recommended that insights gathered from these three documents are used to set up a strategy to maximise the potential of mill buildings to support the supply of suitable employment space. This could complement the actions taken under the Council’s Brownfield First programme to encourage the reuse of previously developed sites to deliver additional housing.

Formation of Planning Policy

10.49 As a result of the above recommendations, we suggest that some additional Planning Policies may be required in respect of:

²⁵ Review of Stockport Mills, June 2017

- Employment Land Management, Protection and Release

Policy(ies) should consider the protection and active improvement of high quality and strategically important employment sites within the Borough, whilst removing constraints upon those sites no longer deemed to be suitable for ongoing employment use.

This policy may need to include the following:

- *A set of criteria for considering sites for release.*
- *The introduction of a cross-funding mechanism to ensure that the loss of poor employment floorspace can be offset through the delivery of improvements to other stock across the Borough.*

This could take the form of a policy requiring schemes that would result in the loss of employment sites to make contributory payments to a funding pool that would be specifically be used to support high quality employment schemes in key locations.

It is recommended that legal advice should be sought to confirm that this type of mechanism could legally be set out in planning policy. Once this has been established, it is suggested that the policy could be introduced in the borough through the preparation of a supplementary planning document on developers' contributions.

- Leisure Uses and non-traditional employment uses

Provision needs to be made for non-traditional employment uses and leisure uses within the Borough. Whilst these uses perform an important function in terms of job creation and community facilities, they can dilute the mix of uses within employment areas and do not always support the primary function of employment areas. This can impact upon the attractiveness of employment areas to potential occupiers. A policy could be required to respond to this issue.

- Protection / Management of Mill Buildings

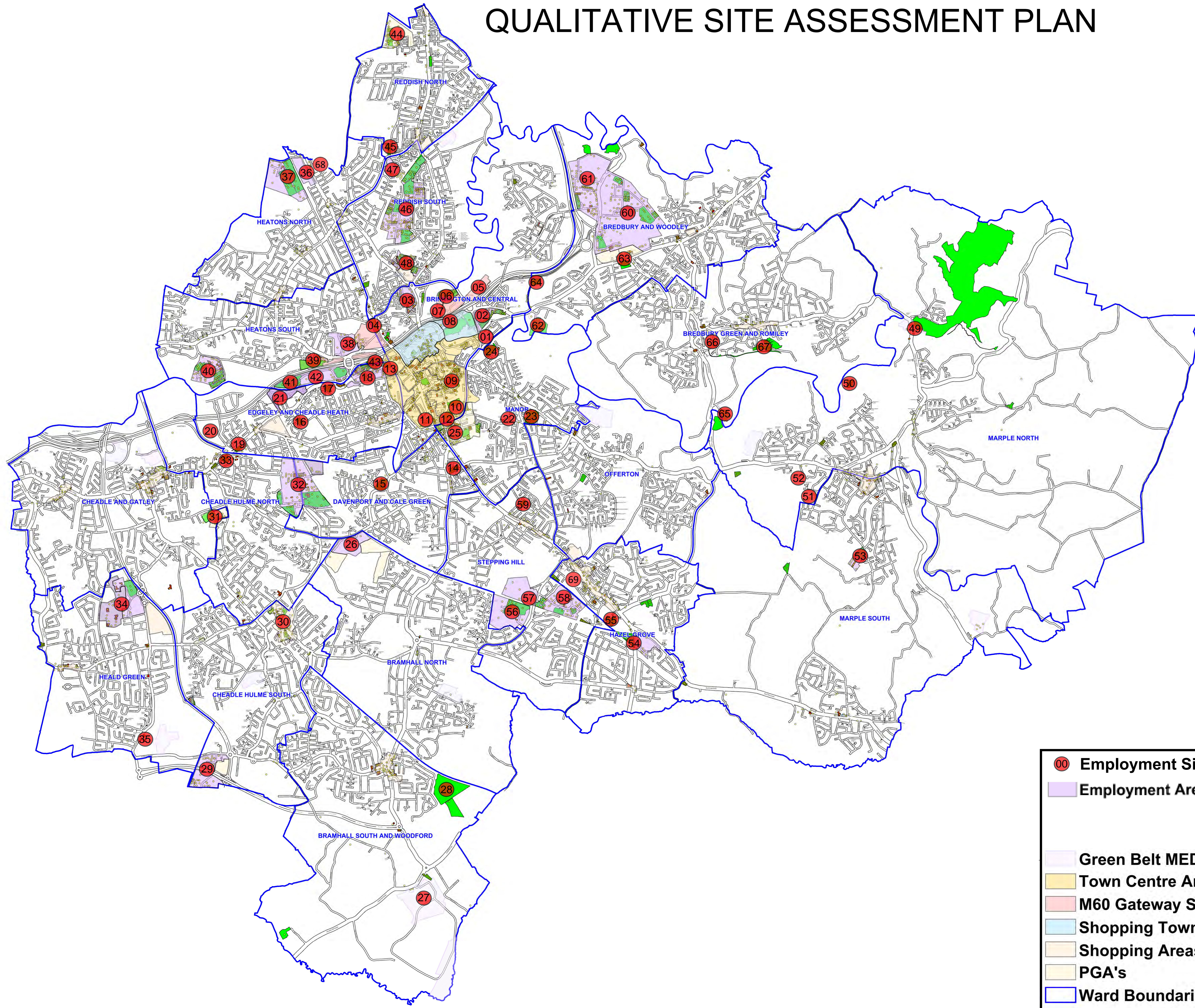
Mill Buildings suffer from poor occupancy and limited investment and poor viability. Policy(ies) should potentially be considered which remove restrictions upon these buildings to assist in their ongoing sustainable use.

APPENDICES

Appendix I

Qualitative Site Assessment Plan

QUALITATIVE SITE ASSESSMENT PLAN



- 00 Employment Site
- Employment Areas
- Green Belt MEDS
- Town Centre Areas
- M60 Gateway Sites
- Shopping Town Centre
- Shopping Areas
- PGA's
- Ward Boundaries

Appendix II

Qualitative Site Assessments

SITE 1 / CROMER STREET INDUSTRIAL ESTATE



Map Data © 2014 Google



KEY DETAILS

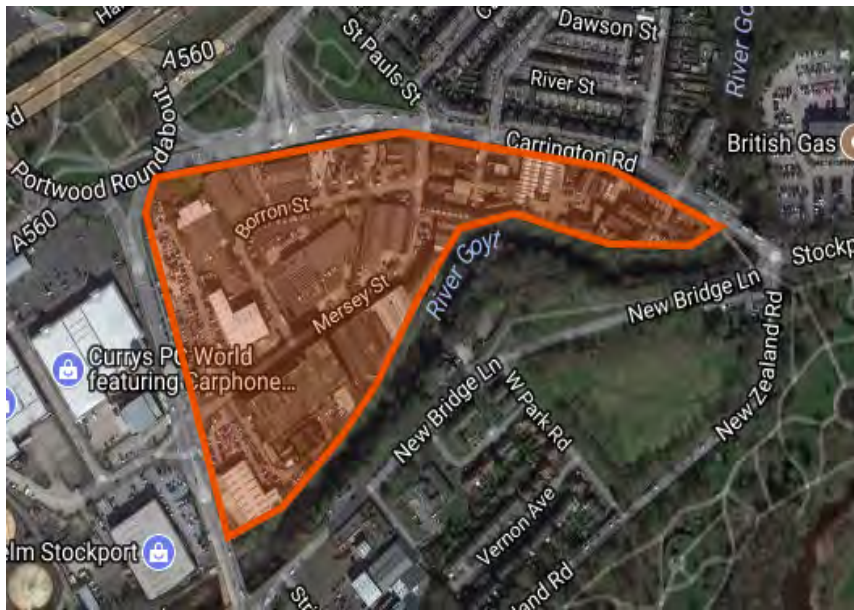
Address	Cromer Street, Portwood, Stockport, SK1 2NP
Site Area	2.27ha
Allocation	Employment
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B1 (limited), B2 and B8
Description of Site	Cromer Street Industrial Area is adjacent to Vernon Mills. Manufax Engineering and Wheatley Plastics operate at the site. The mill building (Reynolds Mill) on the northern corner of the site is vacant and partially derelict. The plot near the site entrance along Cromer Street is still vacant. A number of storage and distribution facilities are located towards the front of the site, including a recently built unit (DC/59257) and they are well occupied.

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The employment area is well occupied, with the exception of the mill building, part of which is on the market for sale The units are in good condition (again with the exception of the mill building, part of which is derelict). There has not been much recent development activity and some potential development land remains vacant/underdeveloped on the site, but the units perform well. The site is in a good location for motorway and road networks which will attract interest from a number of different industrial / warehouse occupiers</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Those areas of the employment site that are used are in a good state of repair; however, the vacant portion of the site is in a poor state and would require investment in order to bring it into an attractive state.</p>	<p>2</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>There is good separation between the employment site and surrounding residential areas. The area is highly suited for employment use.</p>	<p>3</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand that this is within multiple ownership. There is no Council ownership on the site.</p>	<p>2</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is separated from any nearby local amenities or facilities, however is located close to the Peel Centre and Stockport Town Centre.</p>	<p>1</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is in a highly accessible location in close proximity to the M60 J27.</p>	<p>3</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure to the site is good. Suitable parking provision, good internal access arrangements and average site /servicing access.</p>	<p>3</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located within 50 metres of a bus stop (no 383 and 384) and is located by the Town Centre.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>At present, there are no known environmental constraints; however, the site is referred to on the Council's contaminated land data The northern corner of the site along Newbridge Lane is located within Flood Risk Zone 2.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is an allocated employment area.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area but is immediately adjacent to a Priority 1 area and falls within the M60 Gateway</p>	1
Total		30/39

SITE 2 / VERNON MILL AND SURROUNDING INDUSTRIAL ESTATE



Map Data © 2017 Google



KEY DETAILS	
Address	Portwood Industrial Estate, Mersey Street, Portwood, SK1 2HX
Site Area	7.06ha
Allocation	Employment Area
Spatial Designation	<i>Edge-of-centre</i>
Use Class (B1/B2/B8)	B2, B8
Description of Site	<p>The site is dominated by the large Vernon Mill Complex. The Mill is in an above average state of repair given the other mills within the Borough. While the site is overall well occupied, the Mill itself and but several units in the north-east corner of the site are partially vacant and / or in poor condition (including the Bulldog Machinery unit fronting Carrington Road). Aside from some art studios, occupiers are however predominantly of retail and leisure uses.</p> <p>In addition to Vernon Mill, there are a number of large industrial sheds and some newer stock to the rear of the site. To the front of the site along the main road there is a Citroen Garage and a car showroom which has recently been vacated. To the rear of the site, further away from the A626 the uses become more industrial.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is generally well occupied around the mill (certainly because of its proximity to main highway and Stockport Town Centre , however there are now a number of vacancies towards the northern corner of the site (along Carrington Road) where the stock condition is poor. The site is in an excellent location close to the motorway with good main road frontage (hence car dealership). The estate would be likely to generate good interest .</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Around the Mill, the employment site does fulfil a clear need in terms of market attractiveness and is obviously attractive to certain occupiers despite the mixed condition of the stock. This will continue without the need for significant investment.</p> <p>However the north-eastern corner of the site seems to struggle with attracting demand because of low stock quality. This area would benefit from investment.</p>	<p>2</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The area is well suited to its employment use, given that the surrounding area is not residential in character and is well connected to the highways network.</p>	<p>3</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is in multiple-ownership and ownership consolidation may prove to be difficult. There is no Council ownership on the site.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There is a lack of many amenities and facilities nearby. However, the site is close to Stockport Town Centre, as well as the Peel Centre. This combined with the limited on-site facilities results in a moderate level of amenity.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is located in close proximity to the M60 J27.</p>	<p>3</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Infrastructure within the site is of average quality. There is insufficient off-street car parking available, so the highway throughout the site congested during working hours due to vehicles parking on the highway. Site access from the highway is good.</p>	2
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located close to a number of bus routes and is located close to Stockport Town Centre.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The southern boundary of the site is located within flood risk zone 3. The north-eastern corner and the south western corner of the site are located within flood Zone 2. Vernon Mill is a Grade II Listed building. The site is referred to in the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is an allocated employment site.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area but is immediately adjacent to a Priority 1 area and falls within the M60 Gateway area.</p>	1
Total		29/39

SITE 3 / ALBION MILLS AND SURROUNDS

Map Data © 2014 Google



KEY DETAILS

Address	Old Rd, Stockport SK4
Site Area	5.12ha
Allocation	Employment
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B2/B8
Description of Site	The site is located just off the roundabout at Belmont Way and is anchored by a large Mill Building. The Mill is occupied by Nelstrop Flour Millers. To the north and west there are a number of industrial/workshop units which are of poor quality.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The Mill Building is fully occupied and the surrounding units appear to also be well occupied. There has been limited recent development activity. As a result of the current use of the Mill Building and the condition of surrounding facilities, there would be little market interest in the site. However the location of the site on the main road with excellent arterial and motorway access, would be of interest to occupiers should the properties be brought to a better standard</p>	<p>2</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>If current occupations were to cease, it would be difficult to find another occupier for the site, given the very specific use of the building and the condition of the stock. The surrounding units are of a very poor quality.</p>	<p>1</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The surrounding area is suitable to the south and east; however there is an area of social housing to the north and west which conflict with the industrial uses to the south in terms of noise, odour and traffic.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The Mill is within one ownership; however we assume that the occupier would not currently be motivated to dispose of the property. The surrounding units appear to be in a range of ownerships. There are no Council ownerships.</p>	<p>1</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is well positioned in terms of access to local amenities and facilities. It is not far from Stockport Town Centre and is close to a retail park and superstore.</p>	<p>3</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>It is on a busy roundabout, very well connected to the M60.</p>	<p>3</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure around the site is poor. The access to the site is not good. Despite a significant amount of car parking to the rear of the site the infrastructure around the site is not good.</p>	1
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site has adequate access. There are a few bus stops nearby. Pedestrian access is not good – via a number of underpasses. Traffic of the surrounding highways, makes it difficult for pedestrians and cyclists to access the site.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There is no known site contamination; however there may be historic site contamination issues associated with the previous uses of the site. The site is referred to on the Council’s contaminated land and landfill data bases, the latter related to the line of the Manchester to Stockport Canal which terminated here and is protected against development by saved UDP Policy L1.10.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is within an allocated employment area.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The Lancashire Hill employment area with the exception of Albion Mills falls within a Priority 1 area. All the Lancashire Hill employment area falls within the M60 Gateway.</p>	1
Total		25/39

SITE 4 / LONDON AND NORTH WESTERN RAILWAY COMPANY GOODS WAREHOUSE



KEY DETAILS

Address	Wellington Rd N, Stockport SK4
Site Area	0.92ha
Allocation	Saved UDP Policy Guidance area TCG4.5 which permits B1 B2 and B8 uses
Spatial Designation	<i>Edge of centre</i>
Use Class (B1/B2/B8)	B8
Description of Site	The ground floor is occupied by an events management company, while the rest of the premises is used as a self-storage facility. The site is situated along Belford Road and Wellington Road North.

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The building is completely occupied by two occupiers, there has not been development activity recently with minimal market interest. The existing use demonstrates limited interest. We consider this a good location for a self-storage or other mill type occupier given the prominent location on Wellington Road North.</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The building seems to be in good condition. It is in active use maintained in a manner consistent with this use. Given the existing use the building would convert easily into other employment uses.</p>	<p>2</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The surrounding area is suited to employment uses. The site forms part of a wider employment area which links up with the next site. It has good highways links. This is a suitable area for employment use.</p>	<p>3</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>It is a mill building in single ownership. There are no Council ownerships.</p>	<p>2</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There is not much in the way of local facilities. The premises are located on one of the main roads into Stockport but facilities in the immediate vicinity are limited.</p>	<p>1</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is well located in terms of links to the strategic transport network.</p>	<p>3</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure is acceptable. There is not particularly good access to the site, which constitutes a constraint: notably, the entrance is tight and requires the crossing of a bus lane. A more intensive logistics use, would require improvements to infrastructure.</p>	<p>2</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located on one of the main roads into Stockport and therefore the access is good. There is a bus route that provides regular services into Stockport.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed. It is an existing mill building.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The Mill is a Grade II Listed Building. Given the nature of the premises there may be some historic contamination issues associated with previous uses. The site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within saved UDP Policy Guidance Area TCG4.5 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site falls within a Priority 1 area and the M60 Gateway.</p>	1
Total		29/39

SITE 5 / S:PARK PHASES I, II and III

Map Data © 2014 Google



KEY DETAILS	
Address	Hamilton Rd, Stockport, SK1 2AD
Site Area	4Ha
Allocation	Saved UDP Policy Guidance area TCG4.1 with B1 B2 and B8 uses permitted
Spatial Designation	<i>Edge-of-Centre</i>
Use Class (B1/B2/B8)	B1, B2, B8, and sui generi (car dealership).
Description of Site	Phase 1, 2 and 3 are fully built out. The site comprises of high-quality warehouse/storage units with some ancillary office use. It benefits from excellent connections to the strategic road network (direct access to the M60) and is almost fully occupied.
APPRAISAL CRITERIA	

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>In terms of activity, the entire development appears to be performing well, with only minimal amounts of floorspace still vacant. The prominence of the site and its proximity to the M60 are understood to be key factors in driving market interest. It is the most high profile development scheme in South Manchester.</p>	<p>3</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site and building stock is ideally suited to employment use. It would require no investment beyond what has already been spent in order to retain a high level of market interest.</p>	<p>3</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The surrounding area is highly suitable to employment use, particularly the storage facility and other logistics storage uses in addition to the car showroom uses.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within single ownership. There is no council ownership on site.</p>	<p>3</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located within 500 meters from Tesco Extra, but not other local amenity or facilities are in direct proximity. Nearby amenity is located in Stockport Town Centre.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is well located for access to the strategic transport network within close proximity to the M60.</p>	<p>3</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure within the site is all recently constructed and is of</p>	<p>3</p>

	excellent quality.	
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located away from regular bus routes and is not in close proximity to any rail station. A cycle way bisects the site and good cycle parking facilities are provided, but generally non-car access is below average.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is now developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints. It is assumed that any environmental constraints would have been identified and mitigated as part of the previous submissions for the development of the site however the site is referred to on the Council's contaminated land data bases.</p>	3
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>All development phases are now complete.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within saved UDP Policy Guidance Area TCG4.1 which allows for B1, B2 and B8 uses. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area but does fall within the M60 Gateway Strategy area.</p>	1
Total		34/39

SITE 6 / MEADOW MILL



KEY DETAILS

Address	Meadow Mill, Water St, Stockport SK1 2BX
Site Area	4.01ha
Allocation	Saved UDP Policy Guidance Area TCG 4.4. Employment uses (B1 B2 B8), leisure uses and potential residential development at Meadow Mill are permitted.
Spatial Designation	<i>Edge-of-Centre</i>
Use Class (B1/B2/B8)	B2
Description of Site	Meadow Mill is located in close proximity to Junction 27 of the M60 which provides access to Stockport Town Centre. The building is directly adjacent to Tesco. The built form comprises a large mill complex building, along with some low rise support buildings and annex buildings. Traditional employment uses are diluted with a number of retail and leisure uses. The upper floors of the mill building are largely vacant and of poor quality. Planning permission as recently granted for a mixed use redevelopment of the building, including residential uses on the upper floors (DC/063280),. This is however yet to be implemented: it is understood that the current owner is looking to sell the site to a developer, but there does not seem to be much interest so far (e.g. the site was auctioned but did not sell)

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The main mill building is well occupied at ground floor level, although the upper floors are largely vacant and in poorer condition and are now earmarked for residential development. The surrounding 2- 3 storeys employment buildings are in moderate condition and well occupied. Many of the units are advertised for A1 retail uses and showrooms. Market interest in terms of employment uses at the site appears to be minimal. The location is good however a poor quality mill building which has attracted budget occupiers.</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>In order to generate interest in the premises for employment uses there would need to be a significant amount of money spent on the main mill premises. The surrounding buildings require less to return them to viable employment use. Overall, the site would require a significant amount of investment.</p>	<p>1</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is in a very good location for employment use, with access onto the M60. It is in a highly prominent location and distance from to any potential sensitive uses other than the nearby Tesco store. The Tesco has a good degree of separation.</p>	<p>3</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand that the site is within single ownership. There is no Council ownership on site.</p>	<p>3</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>Local amenities and facilities are limited; however Tesco and Sainsbury's provide the opportunity for a workforce to carry out a food shop and other limited retail activities.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is good. The site is located in close proximity to the M60.</p>	<p>3</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is reasonable, with ample car parking. Internal access arrangements are however fairly poor and unsuitable for large vehicles.</p>	2
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is not particularly accessible by non-car modes. There does not appear to be much in the way of pedestrian or cycle route access either. There are no bus routes through the site</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>Meadow Mill is a Grade II Listed Building. Kershaw's Tannery is a locally listed building. Given the historic use of the Meadow Mill it may be that there are some pollutant uses that are residual from the prior use of the building. The site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses. The site also contains some non employment uses. Planning permission was recently granted for the full conversion of the mill to residential, leisure and restaurant uses (ref DC/063280), but this is not implemented yet.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated as a key Gateway Site under saved UDP Policy Guidance Area TCG 4.4, which permits employment uses. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site falls within a Priority 1 Area and the M60 Strategy Gateway Strategy area.</p>	1
Total		29/39

SITE 7 / WATER STREET



KEY DETAILS

Address	Water Street, Portwood Stockport, Cheshire SK1
Site Area	1.2ha
Allocation	Saved UDP Policy Guidance Areas TCG 4.4, TCG 4.6 allowing for employment uses and saved UDP Policy PSD1.2 placing restrictions on any future retail development
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B2 and B8
Description of Site	The site is in a prominent location, adjacent to Meadow Mills and in close proximity to the M60. The site is currently undeveloped, however is appropriate for employment use. Part of the site has obtained planning permission for industrial uses, however this is yet to be built out. The remainder of the site might be lost to non-employment uses in the future as it was recently granted outline planning consent for a leisure/ retail scheme.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>There is no development currently on site, however if the site were to be developed out, we consider that there would be significant market interest.</p> <p>The part of the site which has B2/B8 consent is notably experiencing good demand from potential car dealership occupiers.</p>	<p>2</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site is highly suitable for employment uses; however suitable accommodation would first need to be constructed. This would require significant investment.</p>	<p>1</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>This site is highly suitable for employment use, being located close to the strategic highways network and the M60.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand that the site is within single ownership. There is no Council ownership on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is moderately located for amenity. The nearby Tesco Store provides retail, however the site is located away from local centres.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site lies within the M60 gateway area and has excellent access to the strategic transport network.</p>	<p>3</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Overall, the quality of infrastructure within the site is currently non-existent; however access to the site from the M60 (via Tiviot Way) is good.</p>	<p>2</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is not easily accessible by Public Transport.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is partially previously developed.</p>	2
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site is referenced in the Council's derelict land database. The site falls within Flood Zone 2 and 3.</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>Part of the site has live planning permission 3,771 sqft B2/B8 employment uses (ref DC/062975). The remainder of the site is however earmarked for retail/ leisure uses through an outline planning permission granted in January 2017 (ref DC/061730)</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls in a saved UDP Policy Guidance Areas TCG 4.4/TCG 4.6 where employment uses are acceptable. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site falls within the M60 Gateway area.</p>	3
Total		27/39

SITE 8 / AVENUE STREET AND KNIGHTSBRIDGE

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KEY DETAILS

Address	2 Avenue St, Stockport, SK1 2BZ
Site Area	2.07Ha
Allocation	Saved UDP Policy Guidance area TCG2.2 with retail, service, leisure, health and fitness and hotel uses permitted. Existing use employment
Spatial Designation	<i>Edge-of-Centre</i>
Use Class (B1/B2/B8)	B2
Description of Site	<p>The site is located along Avenue Street, opposite the Peel Centre and behind a shopping parade. The employment area is linear in shape and runs between the M60 and Avenue road. It comprises a range of poor quality employment units skirting Avenue Street and further along Great Portwood Street. There are a range of individual occupiers and the overall quality stock is very poor.</p> <p>The 2 plots in the western part of the site are currently used for informal storage, contributing to creating a low quality environment in the area. It is understood that there are currently projects to redevelop these plots, as part of the Knightsbridge scheme.</p> <p>Units to the east of the site have been excluded from the assessment as they are currently in non-employment use (with occupiers including Maplin, KFC, Pizza Hut, B&M and Dreams).</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>There are a large numbers of vacant units. There has been no development activity here in recent years and the quality of stock is in a very poor state of repair. This site is unlikely to attract occupier interest in its current form.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>There would need to be significant investment in order to make the site attractive to employment users. This would likely involve the demolition and redevelopment of the site. It is understood that some interest for the redevelopment of the western part of the site (Knightsbridge) has been expressed by developers.</p>	<p>1</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is well located and could potentially have good visibility from the M60. There are minimal nearby sensitive uses.</p>	<p>2</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownerships. However given the condition of the stock, there may be an opportunity to negotiate with these owners. There is no council ownership on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The Peel Centre is directly over the road, providing a range of comparison shopping opportunities. There are a number of restaurants and leisure facilities nearby and it is also in fairly close proximity to Stockport town centre.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is excellent.</p>	<p>3</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is very poor.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is highly accessible, in close proximity to Stockport Town Centre with a number of bus routes running past the site.</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints. However, there are likely to be some residual contamination from previous uses.</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	1
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within saved UDP Policy Guidance area TCG2.2 where employment uses are not listed, however B1 office uses are appropriate in this area under Core Strategy Policy CS7. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site falls within a Priority 1 Area and the M60 Gateway Strategy area.</p>	1
Total		24/39

SITE 9 / JOULES COURT AND CANAL STREET



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KEY DETAILS	
Address	Joules Ct, Stockport SK1 3BZ, UK
Site Area	1.12ha
Allocation	Saved UDP Policy Guidance Area TCG 3.6 (South East Quadrant) where office, business (B1) , industrial, car parking, leisure and residential uses are permitted
Spatial Designation	<i>Town Centre</i>
Use Class (B1/B2/B8)	B8
Description of Site	Employment site extends between Joules Court and Canal Street. A number of large storage and distribution units along with some industrial units and workshop units. The quality of the stock is overall poor to very poor, with open storage uses found throughout the site. Access arrangements are average. The site is surrounded by residential areas and might be better suited to residential uses. There have already been some residential conversions long Canal Street (e.g. DC/53525)

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site comprises a mix of stock providing accommodation for a range of industrial, storage and workshop uses. There is a mix of quality within the site, however overall the quality is fairly poor. Poor location, poor internal access and poor accommodation – budget occupiers may be interested, however market interest would be limited.</p>	<p>1</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Some of the sheds are in good condition and would be suitable for a range of employers. Others are more dated only appealing to low end operators requiring cheap space. These units would require significant investment in order to make them more attractive to a broad range of employment operators.</p>	<p>1</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is surrounded by residential uses, conflicting with the employment uses within the site in terms of traffic congestion, noise and odour.</p>	<p>1</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>Ownership is mixed. There is no Council ownership on site</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is close to the Town Centre which provides a range of amenity and facilities.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the M60 is taken via St. Mary's Way. Access to the Strategic Transport Network is moderate.</p>	<p>2</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure is poor. The road network is not in a good state of repair and junctions within the site are not of a high quality. A lack of parking and small roads means that the site is constrained in terms of infrastructure.</p>	1
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located in an accessible location, near to the town centre. The site is located close to a number of bus routes (no. 173, 308, 314 and 364) and is close to the train station.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>It is likely that the site would suffer from contamination due to the uses being undertaken within the site. The site is referred to on the Council's contaminated land data bases.</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within saved UDP Policy Guidance Area TCG 3.6 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>Part of Joules Court falls within a Priority 2 Area. The whole site falls within the M60 Gateway Strategy Area</p>	1
Total		22/39

SITE 10 / SHAWCROSS STREET



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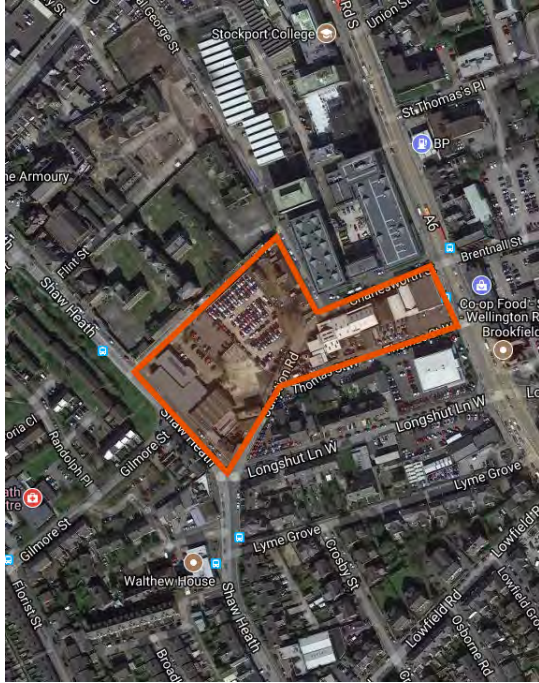
KEY DETAILS	
Address	Shawcross St, Stockport, SK1 3EZ
Site Area	3.59ha
Allocation	Saved UDP Policy TCG 3.6 (South East Quadrant) where office, business, industrial, car parking, leisure and residential uses are permitted
Spatial Designation	<i>Town Centre</i>
Use Class (B1/B2/B8)	B1
Description of Site	<p>A range of inward facing office units in the middle of a housing area. Predominantly office accommodation including Burley House over Higher Hillgate is of mixed quality. The site runs down Shawcross Street and over to Erlam McKendrick, a more industrial storage distribution unit on the other side of the road.</p> <p>All units seem well occupied, with no obvious vacancies.</p> <p>The former vacant Council offices building has now been converted to residential use, and has therefore been removed from the site's boundaries.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The area is well occupied.</p>	<p>2</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site would require minimal investment in order to continue in its successful employment use.</p>	<p>3</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is close to surrounding residential uses; however the uses within the employment site are predominantly office and wholesale uses, minimal cause for conflict.</p>	<p>2</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownership. The unit in the SW corner of the site is shown on the Council's land use terrier.</p>	<p>1</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is well located for local amenity. There are some local shops nearby and the site is close to Stockport Town Centre.</p>	<p>3</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The access to the strategic transport network is acceptable however due to proximity to the Town Centre, congestion is an issue.</p>	<p>2</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure is well suited to the existing uses.</p>	<p>2</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located in a highly accessible location within close proximity to the Town Centre and with a bus service linking with Stockport and nearby residential areas (no. 173).</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed. The site is shown on the Council's land contamination data bases.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The northern half of the site falls within a conservation area. Numbers 23 and 27 Higher Hillgate are Grade II Listed Buildings.</p>	3
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within saved UDP Policy Guidance Area TCG 3.6 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site falls within a Priority 2 Area and the M60 Gateway Strategy Area.</p>	1
Total		31/39

SITE 11/ THOMAS STREET WEST



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KEY DETAILS	
Address	Junction Rd, Stockport SK1, UK
Site Area	1.88ha
Allocation	Saved UDP Policy Guidance Area TCG 3.4 (St Thomas Hospital) where offices, hotel and residential uses or a combination is permitted
Spatial Designation	Town Centre
Use Class (B1/B2/B8)	B2
Description of Site	Industrial area, located between the A6 and Shaw Heath. A significant portion of the centre of the site is currently used for parking/ storage of cars. The quality of the stock on adjacent plots is poor, including some low grade work shop employment uses, garages and MOT test centres. However the location of the site in a prominent, central position improves the site's overall score significantly.

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The stock is very poor quality; with a large number of vacant parcels of land. No recent development activity. Very little interest in terms of employment use due to the quality of the buildings. Good location however this does not represent an industrial location.</p>	<p>1</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>A significant amount would have to be spent on the existing site to improve its market appeal.</p>	<p>1</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The existing workshop / industrial uses do not require such a central location and conflict with other Town Centre uses (including Stockport College).</p>	<p>1</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownership. There is no Council ownership on site</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is close to Stockport Town Centre and benefits from near a good level of amenity and facilities.</p>	<p>3</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic network is good. Located in close proximity to the centre of town and adjacent to the A6.</p>	<p>3</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure within the site is poor.</p>	1
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is in an accessible location and is in close proximity to the Town Centre and a range of bus services (no. 173, 199, 192, 358, 372, 375, 387, 383, 384, 372 and 393).</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints. However, residual issues as a result of previous uses pose a potential threat. The site is referred to on the Council's contaminated land and landfill data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within saved UDP Policy Guidance Area TCG 3.4 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site falls within a Priority 2 Area and the M60 Gateway Strategy Area.</p>	1
Total		26/39

SITE 12 / SWALLOW STREET



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KEY DETAILS	
Address	Swallow St, Stockport, SK1 3LG
Site Area	1.06ha
Allocation	Saved UDP Policy TCG 3.6 (South East Quadrant) where office, business, industrial, car parking, leisure and residential uses are permitted
Spatial Designation	<i>Town Centre</i>
Use Class (B1/B2/B8)	B8
Description of Site	Collection of sheds and mill buildings and associated office, storage distributions and timber merchants. There are two mill buildings either side of Swallow Street. Both are well occupied, but of poor quality.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Units appear to be well occupied despite the poor quality There has been no recent development activity. There is a mix of industrial, office and storage units available. Good location with access off Wellington Road – apparent occupier demand.</p>	<p>2</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Some of the units are highly viable for employment use, whereas others are more dated and would require investment.</p>	<p>2</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located very close of a residential area. This creates a conflict between the site and surrounding uses.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site’s development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site falls within a number of ownerships. There is no Council ownership on site.</p>	<p>1</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There are shops and restaurants nearby. Site forms part of a village centre, which provides a level of amenity.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site links with the M60 via Higher Hillgate and the ring road.</p>	<p>2</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure is acceptable. The quality of roads throughout the site is good and there is there is sufficient parking. This infrastructure may not be suitable for a more intensive use of the site.</p>	<p>2</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is in an accessible location, on the outskirts of the town centre. There are a range of bus routes close to the site that service the Stockport area (no. 175, 358, 383 and 384). In addition there are significant pedestrian linkages to the Town Centre.</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints that have been identified. Swallow Mill is a locally listed building.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within saved UDP Policy Guidance Area TCG 3.6 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site falls within a Priority 2 Area and the M60 Gateway Strategy Area</p>	1
Total		27/39

SITE 13 / WEIR MILL



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KEY DETAILS	
Address	42 King St W, Stockport. SK3
Site Area	0.58ha
Allocation	Saved UDP Policy Guidance Area TCG3.1 (Riverside) where office, leisure, hotel and residential uses are permitted provided these ensure the long term viability of Weir Mill
Spatial Designation	<i>Town Centre</i>
Use Class (B1/B2/B8)	Vacant – previously B8
Description of Site	Mill building at the bottom of the viaduct, adjacent to the bus depot. The majority of the site is currently being used as a surface car park. Quality of the accommodation and infrastructure within the site is poor; in particular, the mill building is in bad condition and mostly vacant. There is little market interest in the site, however the location of the site improves the overall score of this site.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site suffers from a number of vacant units. There has been no recent development. There is very little market interest in the site in its current form.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site would require significant expenditure in order to make it attractive to the market.</p>	<p>1</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site location is well suited to employment use.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within single ownership There is no Council ownership on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located in close proximity to a range of Town Centre amenity and facilities.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is good.</p>	<p>3</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is poor.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is situated in a highly accessible location close to the Bus Station and the Train Station.</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>A site of this age and history usage, would suggest sufferage from some contamination. The site is shown on the Council's land contamination data bases.</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within saved UDP Policy Guidance Area TCG 3.1 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6. Weir Mill is a Grade II Listed Building</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site falls within a Priority 1 Area and the M60 Gateway Strategy Area</p>	3
Total		29/39

SITE 14 / HALLAM MILL COMPLEX



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KEY DETAILS	
Address	Hallam Mill, Hallam Street, Cale Green. Stockport, SK2 6PT
Site Area	0.910ha
Allocation	Unallocated
Spatial Designation	<i>Edge-of-centre</i>
Use Class (B1/B2/B8)	B1, B2
Description of Site	Hallam Mill is located outside Stockport to the south. The site seems reasonably well occupied, but of all the uses located within the site, very few are traditional employment uses. There is a gym, a factory shop, a café, a bed wholesaler/ showroom, a car body shop, a furniture clearance store, which appears to be open to the public, and a garage. Parking provision is limited, and mostly concentrated in a small area to the rear of the site.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site still has a few vacancies (as evidenced by boards advertising space in the buildings); however, it is generally fairly well occupied. The Mill is in a poor state of repair - those parts that are in operation are in better condition. No recent development activity suggesting little market interest.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Significant amount of investment would be needed to improve the attractiveness of the building, for future employment use. A number of boarded up windows give the overall impression of the building being in a poor state of repair.</p>	<p>1</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is immediately adjacent to a local park and children's playground. It is situated close to a number of residential units, down a highly constrained residential street. The Mill falls within a conservation area and is locally listed.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site appears to be under one ownership. There is no council ownership on this site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located close to a small shopping parade providing a small level of convenience retail along the A6. In addition, Hallam Mill has a café which provides food and drink.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is well connected to the strategic transport network via the A6 and the ring road (St. Mary's Way).</p>	<p>2</p>
Quality of Infrastructure	<p>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc. The quality of infrastructure on the site is poor. Parking provision is notably limited.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located in a residential area and is therefore well located for pedestrian access. In addition, there are a number of bus stops in the immediate surrounding area which connect with Stockport and Hazel Grove.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>It is anticipated that there would be some level of contamination resulting from the historical mill / textile production uses within the premises. The site is referred to on the council's contaminated land data bases.</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>Recent consents have sought to change the use of part of the unit from employment use to a Children's Activity Centre. Despite this, the planning history for the facility clearly establishes it as an industrial unit. It is assumed the authorised use for the site is for employment purposes.</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is unallocated, however is protected as an existing employment site by Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		21/39

SITE 15 – ADSWOOD ROAD INDUSTRIAL ESTATE



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KEY DETAILS	
Address	57 Adswood Rd, Stockport, SK3
Site Area	1.77Ha
Allocation	Housing Allocation H11 on the UDP Proposals Map subject to saved UDP Policy HP1.1
Spatial Designation	Local centre
Use Class (B1/B2/B8)	B2
Description of Site	The site comprises a number of large shed buildings, alongside some older brick built structures. It seems to contain a range of storage uses, distribution and some industrial. Although units appear to be reasonably well occupier, all appear to be of poor quality. Some of the sheds are in extremely poor condition (no roof etc.). The site directly adjacent to the north recently obtained outline planning permission for residential units (DC/060605)

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site appears to be well occupied. There does not appear to have been any recent development activity. It is poor quality budget accommodation that has a market for occupiers seeking such space.</p>	<p>2</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>There is a variety of stock with a broad range of heavier industrial operators as well as some storage and distribution uses. Site is suitable for the uses proposed however to make the site more attractive to a range of occupiers, investment would be required.</p>	<p>2</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located in the middle of a residential area, adjacent to a school and next to playing fields. This is not an ideal location given the type of uses. The site was previously allocated as an Employment Area however it is no longer regarded as a suitable location and access to the Strategic Highway Network is indirect and poor. The site adjacent to the north recently gained outline permission for 30 residential units: if this is delivered, this will further reduce the compatibility of the site with its surroundings.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within mixed ownership. There is no Council ownership on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There is a little convenience store just down the road; however, generally there is no provision of suitable amenity nearby.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to strategic transport network is not ideal and requires travelling back through Stockport / inner ring road to reach the M60.</p>	<p>2</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure throughout the site is poor.</p>	<p>1</p>

2. SUSTAINABILITY		SCORE (1-3)
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is highly accessible being located on a bus route with frequent services to the Town Centre and Cheadle Hulme District Centre. It is within 1km walking distance of Davenport Railway Station and within 1km of Edgeley District Centre.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints; however we consider that it is likely that there are some environmental issues given the previous use of the site. The site is shown on the Council's contaminated land data base.</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is protected as an existing employment site under Core Strategy Policy AED-6. Bringing forward the housing allocation would depend on existing occupiers being successfully relocated.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		25/39

SITE 16 - AVONDALE / KENSINGTON ROAD INDUSTRIAL ESTATE



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KEY DETAILS	
Address	135 Avondale Rd, Stockport SK3 0WD, UK
Site Area	0.52Ha
Allocation	Unallocated
Spatial Designation	<i>Edge-of-Centre</i>
Use Class (B1/B2/B8)	B2
Description of Site	<p>The site is located between Avondale Road and Kensington Road. It is a small industrial estate, comprising dated provision and the site is within a residential area. The quality of the built stock is poor. It however seems reasonably well occupied, with Barretts Event Caterers as the main occupier.</p> <p>The site benefits from fair infrastructure, including good parking provision.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The quality of the stock within the site is poor. There does not appear to have been any recent development activity, however occupancy rates are good.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site is suitable for some limited uses. In order to broaden its appeal. Investment would be required to improve the quality of the stock.</p>	<p>2</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is surrounded by residential areas and is in close proximity to a school.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We are not aware of significant ownership constraints. There are no Council ownerships on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located in a residential area. There is little in the way of amenity close by.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the wider road network is acceptable although is not direct.</p>	<p>2</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Infrastructure (including parking) is acceptable given the scale of site.</p>	<p>2</p>
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is not well served by public transport however as the site is within a residential area, the site does provide acceptable pedestrian access.</p>	<p>1</p>

Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>We are unaware of any environmental constraints.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is not allocated however is protected as an existing employment area under Core Strategy Planning Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a priority area.</p>	1
Total		24/39

SITE 17 / SPRINGMOUNT MILL



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KEY DETAILS	
Address	Springmount Mill, Stockport, SK3 0JX
Site Area	0.72 Ha
Allocation	Unallocated
Spatial Designation	<i>Edge-of-Centre</i>
Use Class (B1/B2/B8)	Formerly B8
Description of Site	A mill building located between Northgate Road, Highfield Street and the M560. The building appears to be completely vacant and has not been in use for some time. A planning application has now been submitted for the full residential conversion of the mill (ref DC/064893)

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is completely vacant. There has been no recent development activity and there is very little market interest in the premises.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site would require significant investment in order to improve its attractiveness to the market.</p>	<p>1</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located within a residential area.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within single ownership. There is no Council ownership on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is not located particularly closely to a suitable level of amenity / facilities.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is located in close proximity to the strategic transport network.</p>	<p>2</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is moderate to poor, and the area surrounding the site is unsuitable for heavy employment traffic.</p>	<p>2</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>There are no bus stops within the immediate vicinity; the pedestrian route to the nearest bus stop (on Brinksway) is not direct.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>Springmount Mill is locally listed. The site is shown on the Council's land contamination data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes. However, it is now subject to a planning application that would see it redeveloped to residential use (DC/064893)</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is unallocated however as it is an existing employment site, it is protected by Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		21/39

SITE 18 / CHESTERGATE ROAD



KEY DETAILS	
Address	213 Chestergate, Stockport, SK3
Site Area	8.83ha
Allocation	Employment
Spatial Designation	<i>Edge of centre</i>
Use Class (B1/B2/B8)	B1/B2/B8
Description of Site	The site comprises a range of accommodation including office, industrial, light industrial, storage and distribution units. There is a mix of accommodation (stock and uses) within the site, but the stock is generally of low quality (including some very poor quality units). It is generally well occupied, but a number of plots and buildings remain vacant. Given good existing infrastructure and excellent location, there would be potential for rationalising and improving the site as a whole for employment.

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Despite some vacant units, the site is generally well occupied. There has been recent development activity Market interest in the site seems to be average. The more modern units on the north side of Brinksway will attract interest from local occupiers. The run down mill will attract low budget local start-ups, gym operators etc.</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>There is a range of accommodation, some of which is poor quality. The majority is acceptable and would appeal to a certain type of occupier.</p>	<p>2</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The area is well suited to employment uses. Very close to the M60. Good location with minimal sensitive uses nearby. The site does cause traffic congestion issues which during peak times can affect the wider area.</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is under multiple ownership. Much of the site is shown on the Council's land terrier.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located close to Stockport Town Centre, but in the immediate vicinity it has few amenities.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access is excellent. It is close to the M60 and easy access onto the motorway.</p>	<p>3</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is moderate. Each individual unit has its own parking provision. On street parking opportunities around the site have been restricted through double yellow lines since the site was last reviewed.</p>	<p>3</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is highly accessible. It is located in close proximity to the town centre and there are a number of bus routes that are close to and bisect the site. In addition the site is located close to the train station.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints at present, however the site is referred to on the Council's contaminated land data bases.</p> <p>213 Chestergate is a Grade II Listed building. The Hollywood Park Centre (ex-school) is a Grade II Listed building. The Hollygate building at Albert Street is a locally listed building.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is within an allocated employment area.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site falls within a Priority 1 area, the M60 Gateway Area and the Town Centre Masterplan Area</p>	1
Total		29/39

SITE 19 / DEAN PRINT, STOCKPORT ROAD



KEY DETAILS	
Address	265 Stockport Rd, Stockport SK3 0PL
Site Area	1.89ha
Allocation	Unallocated
Spatial Designation	<i>Edge of centre</i>
Use Class (B1/B2/B8)	B2
Description of Site	<p>A mill building located along Stockport Road, close to the roundabout junction with the M60. It is anchored by Deanprint Limited; however, there is a range of other uses within the mill building. It is one storey in height.</p> <p>Stock quality and site infrastructure are both mixed to poor. New B1 and B8 units have been granted permission recently (DC/57973) However, the site is very well occupied, mostly for general industrial (B2) uses.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is well occupied. The rear of the building is used as a garage. No recent development activity. The uses within the site are well established. The site is located close to residential uses which might deter occupiers who require 24/7 operation. However the site benefits from a good location and access to the M60.</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site is in moderate condition. The site condition suits the uses within the site. Investment would be required in order to broaden the appeal of the site to a range of occupiers.</p>	<p>2</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>It is situated on a main road, located within a predominantly residential area. Whilst this does create potential for conflict, the suitability of the site is considered to be acceptable.</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site falls within single ownership. There is no Council ownership on site</p>	<p>2</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located close to Tesco Express and a small parade of shops (approximately 200m to the west). Beyond this, amenity is limited.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic highways network is very good. It is located on a major roundabout close to the M60.</p>	<p>3</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure in the site is acceptable for the level of usage in operation. Site access is inadequate and could benefit from additional car parking.</p>	<p>2</p>

	Likely to be unsuitable for HGV / articulated deliveries.	
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located close to two bus stops (nearby service include 11, 11A, 307, 310, 312). However, it is not located close to any rail stations. Access to cycling routes appears to be poor. The road is busy and there is no additional provision for cycling routes along the highway. Pedestrian access is acceptable given the proximity of nearby residential areas. There is a pedestrian crossing immediately adjacent to the site.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>We are unaware of any environmental constraints, however the site is shown on the Council's contaminated land data base</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is not allocated. As an existing employment site, the use is protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		28/39

SITE 20 / HEATHSIDE PARK



KEY DETAILS

Address	Heathside Park, Heathside Park Rd, Stockport, Cheshire, SK3 0RB
Site Area	2.56ha
Allocation	Unallocated. Green Belt designation subject to saved UDP review Green Belt Policies and the NPPF.
Spatial Designation	<i>Edge of town</i>
Use Class (B1/B2/B8)	B1 Offices
Description of Site	An office park, situated in close proximity to the M60 along Heathside Park Road. The building is of good quality and appears to be well occupied, with Lex Autolease as the principal occupier. The quality of infrastructure and accommodation to be good.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is very well occupied; however there has been minimal recent development activity. The site suffers from competing Town Centre office locations. It would appeal to an occupier that requires good access to the strategic transport network. Market attractiveness is moderate.</p>	<p>2</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The building is of sufficient quality to attract potential occupiers in its current form.</p>	<p>3</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>Suitability of the surrounding area for office use is acceptable however office uses would be better located within the Town Centre. There are minimal conflicts with surrounding uses; traffic can get heavy along Heathside Park Road.</p>	<p>2</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>It is understood that the site is within single ownership. There are no Council ownerships on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located in close proximity to a Tesco Express with a little local centre 100m to the west providing some level of amenity. This offer is limited and is physically separated from the site.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>In terms of access to the strategic transport network, it is excellent, located in close proximity to the M60.</p>	<p>3</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure is very good with a high level of vehicular use. The quality of the highway within and throughout the site appears good; however Heathside Park Road is a small country lane and quite constrained.</p>	<p>2</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is poorly located in terms of public transport links with cycle / pedestrian links restricted due to the proximity of a busy highway and lack of pedestrian crossing facilities.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints however the site is referred to on the Council's contaminated land data bases. The site is immediately adjacent to Flood Zone 2.</p>	3
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is not allocated but is subject to Green Belt Policies set out in the National Planning Policy Framework and Green Belt saved policies of the UDP, As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		29/39

SITE 21 / AURORA BUSINESS PARK (formerly Gorse Bank employment site)



KEY DETAILS	
Address	Gorse Bank Road
Site Area	8.22 ha , developable area 6.24 ha (planning brief measurements)
Allocation	Employment
Spatial Designation	Edge of centre
Use Class (B1/B2/B8)	B2/B8
Description of Site	<p>Located to the south of Stockport Trading Estate, the site is under construction for modern employment units and is now largely complete. It benefits from excellent purpose-built access and good proximity to the strategic highway network. It is located away from any sensitive uses.</p> <p>Demand for the units is strong, at least 2 of them being let already and 3 being under offer.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is currently under construction. It was considered that the site, would be attractive to potential occupiers, given the association with the established employment areas of Kings Reach and Stockport Trading Estate. This seems to be confirmed by current letting activity, with strong demand for all the units.</p>	<p>3</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site is highly suitable for employment uses. It has been subject to significant investment and attractive modern units are currently under construction</p>	<p>3</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>We would suggest that this site is highly suitable for employment use, being located close to the strategic highways network and the M60.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is owned by the Council. Site assembly took place with the aid of NWRDA funding. Alternative use of the site for other than industrial uses will be subject to funding clawback.</p>	<p>3</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>Both an Aldi and a Morrisons shop are located within a 10 mn's walk, providing site users with an opportunity for convenience shopping. Access to a wider range of amenities is however limited, as facilities are found further west along Brinksway, but are not located within walking distance.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the M60 is good. The protected line for Metrolink is included within the site and forms its northern boundary</p>	<p>3</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Excellent site access and infrastructure.</p>	<p>3</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>While the site is located in fairly close proximity to a bus stop, which provides services into Stockport and Handforth (no. 312). There are no Train Stations within close proximity.</p>	<p>2</p>
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site was previously developed for housing and is currently vacant.</p>	<p>3</p>
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>A planning brief was prepared for the site which includes the following information:</p> <p><i>In December 2001 the Council commissioned a geotechnical survey of the former residential estate site and part of Gorsey Bank Park. The study recommended that for building foundations reinforced concrete pad footings to isolated columns, or piled foundations to isolated columns will be required as well as reinforced concrete beams</i></p> <p><i>The Council also commissioned a survey of ground conditions on the former residential estate and part of the eastern area at the location of the former Gorsey Bank Cotton Mill.</i></p> <p>5.5. <i>The main conclusions are :</i></p> <ul style="list-style-type: none"> • <i>the majority of the site does not appear to have been subjected to potential contamination in the past there is potential for contamination on the former Gorsey Bank cotton mill site and further investigation is required.</i> • <i>it is possible that demolition material may be present as fly tipping on the former residential site</i> <p><i>A site walkover has revealed the presence of Japanese Knotweed infestations. A more detailed survey is required to determine the extent of the problem</i></p> <p><i>Two areas on the site are protected open space and need to be safeguarded within any development:</i></p> <ul style="list-style-type: none"> • <i>the north west corner of the site (the grassed embankment of the M60 motorway)</i> • <i>The steep wooded escarpment separating Sandown Road and Kent Road from Hoylake Road. This acts as a buffer between Gorsey Bank and a residential area and should be protected within any future redevelopment.</i> 	<p>2</p>

Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>An outline planning application for B1 B2 and B8 uses has been granted for the site (DC/057208). A subsequent full application for this uses was then granted in January 2016 (DC/060052)</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>It is allocated as an employment site.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a priority area but does fall within the M60 Gateway Strategy area.</p>	1
Total		34/39

SITE 22 / HEMPSHAW BUSINESS PARK



KEY DETAILS

Address	Hempsshaw Business Park, 351 Hempsshaw Lane, Offerton, Stockport, SK1 4NB
Site Area	0.681ha
Allocation	Unallocated
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B1, B8
Description of Site	Hempsshaw Business Park is located off Hempsshaw Lane, on the outskirts of Stockport. The site comprises a garage, van sales centre, and label printing specialist.

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The employment area has some vacant units. There has been no recent development activity. We would expect there to be limited market interest in the estate.</p>	<p>1</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site is currently in use for a range of pseudo-employment uses, including a garage, workshop and a van sales centre. There are a range of units however; they are unlikely to appeal to a broad range of operators without investment.</p>	<p>2</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located within a residential area and close to a children's nursery. Whilst this creates potential for conflict, given the scale and nature of the operation, this is limited.</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand that the site is within multiple ownership. There is no Council ownership on this site.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There is no any local amenities or facilities, however the site is on the outskirts of Stockport and is therefore well positioned for access to town centre amenities.</p>	<p>1</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is well connected to the ring road (St. Mary's Way) which links directly with the M60.</p>	<p>2</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure on the site is poor. With limited junction capability and poor turning areas within the site. Car parking provision is good.</p>	2
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is in a residential area so workers could walk to work. In addition, there are two bus stops immediately on both sides of the road and adjacent to the site. The site is not located nearby other forms of public transport. We therefore consider access to the site is moderate.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>At present, there are no known environmental constraints; however, the site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes.</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is unallocated. However, as an existing employment site it would be protected under existing Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a priority area but is bounded to the north and west by a Priority 2 area.</p>	1
Total		23/39

SITE 23 / OFFERTON INDUSTRIAL ESTATE



KEY DETAILS

Address	Offerton Industrial Estate, Hemphaw Lane, Offerton, Stockport, SK2 5TJ
Site Area	2.81ha
Allocation	Unallocated
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B2, B8
Description of Site	<p>A large inward facing, mill complex, ranging from 2/3 stories with significant car parking to the rear of the site. The low level mill building, the mill is in good condition. A range of non-traditional employment uses are underway within the complex including a range of fitness and gym uses.</p> <p>Vacancy levels to the rear of the site seem high, with several units appearing to be unused or underutilised.</p> <p>A full planning application has recently been submitted for a comprehensive redevelopment of the whole site to residential uses (ref DC/066807)</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Whilst there are some vacant units, generally the premises benefits from moderate occupancy levels. There has been no recent development activity. The accommodation, whilst in good condition, is of low quality and would appeal to local occupiers only. In the interests of keeping the premises occupied, concessions have clearly been made in terms of the flexibility of uses.</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The existing building is in good condition, and whilst some investment would be required in order to improve the attractiveness of the site to employment occupiers, this would not be significant.</p>	<p>2</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The surrounding residential area is not ideally suited to intensive industrial use. Whilst there is some conflict, this is limited given the uses underway at the site.</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand that the complex is within single ownership. There is no Council ownership on the site.</p>	<p>2</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There is little in the way of amenity and facilities within the surrounding area however a small parade of shops provides some level of amenity.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic road network appears to be poor.</p>	<p>1</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure is moderate. Site access / egress is acceptable and there is a significant amount of on-site car parking.</p>	<p>2</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>There are a number of bus services that run close to the site (308, 358 and 314). Providing a good level of service. Pedestrian links to the site from surrounding residential areas are good.</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The buildings fronting Hemphaw Lane are Locally Listed. At present, there are no known environmental constraints; however, the site is referred to on the Council's contaminated land data bases</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes. However, an application is pending consideration for residential development on the site, so the situation will change if it is approved (ref DC/066807.)</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is in operation as an employment use and would therefore be protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		26/39

SITE 24 / WOODBANK WORKS INDUSTRIAL ESTATE



Map Data © 2014 Google



KEY DETAILS

Address	Woodbank Industrial Estate, Turncroft Lane, Offerton, Stockport, SK1 4AR
Site Area	1.74ha
Allocation	Unallocated
Spatial Designation	Out-of-centre
Use Class (B1/B2/B8)	B2, B8
Description of Site	<p>A former mill building, with a recent shed extension with a range of occupiers. Some vacancy; however, the mill building itself is in good condition, particularly the lower floors. The stock to the rear of the building is more modern. There are a range of air conditioning uses and a MOT Test Centre. There are minimal traditional employment uses. There appears to be a hairdressing and beauty wholesalers, a photography shop, a jiu jitsu and thai boxing fitness studio, window and conservatory showroom, as well as a Bosch vehicle electrical car services workshop. In addition, there appears to be a knitwear distributor and furniture wholesaler.</p> <p>1 unit at the rear of the site appears vacant.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Whilst there are some vacant units and areas of the building that are no longer used, there is good occupancy overall. There has been a recent extension to the building. The quality of the accommodation is low appealing only to local occupiers (similar to those in existing occupancy) seeking flexible budget space.</p>	<p>1</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The existing building is in good condition, however significant investment would be required to address access issues..</p>	<p>1</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The surrounding residential area is not ideally suited to intensive industrial use. There is a degree of conflict as a result of congestion surrounding the complex, and this could increase should more intensive employment uses be promoted on site.</p>	<p>1</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand that the complex is within single ownership. There is no council ownership on the site.</p>	<p>2</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There are limited amenity /facilities provided within this area.</p>	<p>1</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic road network is moderate. The site is located close to St Mary's Way, providing access to the M60.</p>	<p>2</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure is poor. Site access / egress is very poor and restricts the operation of the unit.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The only public transport link to the site is a bus stop outside the site (No.364). . Pedestrian access is moderate given the proximity to residential areas.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>At present, there are no known environmental constraints; however, the site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is in operation as an employment use and would therefore be protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area but is contiguous with a Priority 1 area and the M60 Gateway.</p>	1
Total		22/39

SITE 25 / ADCROFT STREET AND SURROUNDS



Map Data © 2017 Google

KEY DETAILS	
Address	Adcroft St, Stockport, SK1
Site Area	17.7ha
Allocation	Saved UDP Policy PG1.1 (Hillgate South) where B1 B2 and B8 ,residential and community uses are permitted
Spatial Designation	<i>e.g. District Centre, Local Centre etc.</i>
Use Class (B1/B2/B8)	B1/B2/B8
Description of Site	<p>Located at Adcroft Street, this area contains a mix of residential and employment uses within close proximity. Some retail warehousing uses are also found within the boundaries of the allocation. Parking is limited and there is obvious conflict between the uses around parking in the area. The area generally would benefit from rationalisation in land use terms to minimise these conflicting uses.</p> <p>The whole site is however well occupied, with a good range of industrial and office uses found throughout its boundaries.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The units appear to be quite well occupied. However the quality of the accommodation is mixed. Some of the employment units are office and others are industrial uses. Non-employment commercial uses like retail warehousing are also found on site. There is minimal recent development activity. The proximity of residential uses may deter some occupiers however this seems predominantly to be low budget poor quality accommodation.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>There is sufficient accommodation to suit a range of occupiers. However, there is a lack of quality accommodation which would befit a central location such as this.</p>	<p>2</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>There is a clear conflict between adjacent residential areas industrial areas, with noise and traffic identified as issues.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownerships. The Council's land terrier shows Council interests for business units at the junction of Brooks Street with Higher Hillgate</p>	<p>1</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>Local amenity is provided in the form of a nearby local shopping parade. Overall level of amenity is moderate.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is acceptable and is provided via the A6 and St. Mary's Way / The A626.</p>	<p>2</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure is mixed. Overall quality is moderate.</p>	<p>2</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located in quite an accessible area, with good bus access into Stockport and other nearby areas (via the 173, 358, 384, and 383).</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints. However, there are a variety of uses on site potentially with historic contamination issues as a result of these uses.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within saved UDP Policy Guidance Area PG 1.1 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site falls within a Priority 2 Area.</p>	1
Total		24/39

SITE 26 / ADSWOOD ROAD BIOMASS SITE AND SURROUNDING AREA



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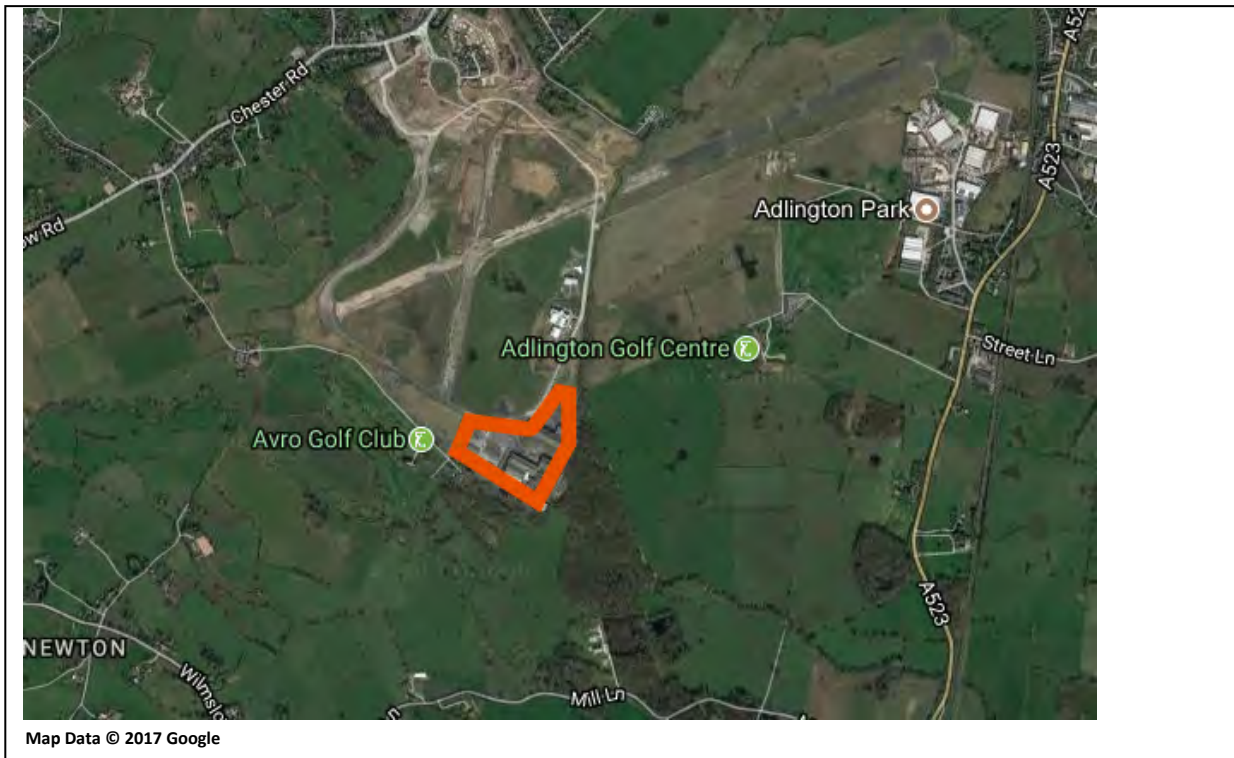
KEY DETAILS	
Address	Adswood Rd, Cheadle Hulme, Cheadle SK8
Site Area	30.30ha
Allocation	Employment. and Saved UDP Policy Guidance Areas PGA1.3 (West, North and East)
Spatial Designation	<i>Edge of town</i>
Use Class (B1/B2/B8)	B2
Description of Site	Partially developed brownfield site, including Viridor recycling facilities and a non-employment unit (Jewson timber merchants). Aswood Tip, which covers a 7.139 ha area at the north of the site, is now entirely vacant and available. The southern and eastern parts of the site are undeveloped and benefit from planning permission for a bio-mass plant. Given the vacancy of the Tip, there would now be an opportunity to combine these 2 parts of the site for a larger bio-mass plant, with surrounding employment allocation. There is however currently no access to the rear of the site, which would need addressing to bring it forward.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Except for the recycling plant and the retail warehouse, there are no buildings on site. The site is located close to the junction with Bird Hall Lane an established employment location. Depending upon proximity of biomass operation and/or the recycling plant this could deter occupiers.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site has been graded and remediated. However, there would need to be a significant amount of investment in order to build the requisite unit to house any employment use on the site.</p>	<p>2</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>A very wide, open, empty site, which does not have any nearby constraints from residential use. It is fairly well separated by a main road from nearby residential uses.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand the site is under the ownership of two main private parties. There is minimal council ownership shown on the Council's land terrier.</p>	<p>3</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There are minimal local amenities and facilities.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is moderate, but not direct.</p>	<p>2</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure is yet to be determined. At present infrastructure is limited to the junction off Adswood Road.</p>	2
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>There is a bus stop directly opposite the entrance to the site, providing services into and out of Stockport (no. 309, 310 and 313). There is no train station close to the site.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site is referred to on the Council's contaminated land and landfill data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The employment allocation benefits from planning permission for a Biomass Plant. Adswood Eco Centre and depot is located on PG1.3 (West) PG1.3 (North) is considered potentially suitable for an extension of the employment area. PG 1.3 (West) is considered suitable for housing.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated for employment use together with PGA 1.3 Guidance areas where uses are flexible but should be well related to existing and likely future uses on neighbouring sites. Existing employment uses in PGA1.3 are also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area but the northern and eastern boundaries are contiguous to a Priority 1 Area.</p>	1
Total		28/39

SITE 27 / WOODFORD AERODROME



KEY DETAILS

Address	Woodford Aerodrome, Woodford, Stockport, SK7
Site Area	10.1ha
Allocation	Major Existing Developed Site (MEDS) in the Green Belt subject to saved UDP Policy GBA1.7 and the NPPF
Spatial Designation	<i>Out of town</i>
Use Class (B1/B2/B8)	None
Description of Site	Undeveloped brownfield site. Planning Permission has been granted for mixed use development including 90,000sq.ft. B1(c) floorspace. Employment area would be restricted to the south-east corner of the site, next to the CAE training centre. The site is located very close to the route of the SEMMS Airport Road, which will significantly increase connectivity once delivered.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>There is nothing built on the site as yet. There would be a good level of market interest in the location given links to Manchester Airport.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site appears to have been graded and remediated. However, a significant amount of investment is needed in order to build the requisite unit to house any employment use on the site.</p>	<p>2</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>A very wide, open, empty site, without any nearby constraints from residential use. It is fairly well separated by a main road from nearby residential uses. Given that residential units are set to be delivered in the wider site as part of the live planning permission, the character of the area is however likely to change. Interaction between the uses is planned for in the masterplan to minimise any conflicts though.</p>	<p>2</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is under single ownership. There is no Council ownership on site.</p>	<p>3</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There are minimal local amenities and facilities. This context would however change when the consented scheme on the wider site gets delivered as it provides for a large amount of amenities (including primary school, pub, up to 5 shops, care home and community space)</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is moderate, but not direct. Connectivity will however significantly improve once the SEMMS Airport Road is delivered.</p>	<p>2</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure is yet to be determined. At present infrastructure is limited to the junction off Adswood Road.</p>	<p>2</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>There is a bus stop right opposite the entrance to the site, providing services into and out of Stockport (no. 309, 310 and 313). There is no train station within close proximity of the site.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site was previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site is referred to on the Council's contaminated land data bases however these issues will have been addressed through the recent planning application. The part of the site indicated for employment uses in the Masterplan is adjacent to Flood Zone 1 and 2.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>Hybrid planning application (DC/053832) was granted in January 2015, providing for up to 89,361 sqm of B1c floorspace across the site.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>An SPG has been produced to guide development (housing with a care home, public house, retail provision, & school). The SPG requires a 'significant employment presence to be retained on site As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		27/39

SITE 28 / BRAMHALL OIL TERMINAL



KEY DETAILS	
Address	Site off Chester Road, Bramhall, SK12 1DS
Site Area	11.1 Ha
Allocation	Unallocated
Spatial Designation	<i>Out of town</i>
Use Class (B1/B2/B8)	B8
Description of Site	<p>The site comprises a large oil storage and processing facility to the south of Bramhall. Access is taken from Chester Road and works to deliver access improvements are currently ongoing, implementing the recent permission granted for additional petrol storage.</p> <p>It is located close to the SEMMS airport road route, which should significantly improve connectivity once it is delivered.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is fully occupied however; there has been little recent development activity. Also, there would be minimal market interest in the site, were it to become vacant.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Given the specialist function of the facility, a significant amount of investment would be required, in order to make the site attractive to potential occupiers.</p>	<p>1</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>A large site, which does not have any nearby constraints from residential use. It is well separated from any sensitive uses.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand that the site is under single ownership. There are no Council ownerships on site.</p>	<p>1</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There are minimal local amenities and facilities; however there are plans to incorporate some amenity to serve the local population.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is currently poor. The A34 links with the M60 however, this is some distance away and the route suffers from heavy congestion during peak periods. Connectivity will however significantly improve once the SEMMS Airport Road is delivered.</p>	<p>1</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure is difficult to determine given access issues to the site. The road infrastructure immediately surrounding the site is limited.</p>	1
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>Public Transport links are very poor. No nearby bus or rail links.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>Site contamination is likely to be a significant issue at the site. The site is shown on the Council's contaminated land data base</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes. Planning application was granted in January 2017 for additional petrol storage and unloading facility (ref DC/063672)</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>As an existing employment site, the site would be protected by Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		21/39

SITE 29 / STANLEY GREEN



KEY DETAILS

Address	Duke Ave, Cheadle Hulme, Cheadle SK8 6QZ.
Site Area	9.68ha
Allocation	Employment
Spatial Designation	<i>Out of town</i>
Use Class (B1/B2/B8)	B2
Description of Site	<p>The site, far from being an industrial park, predominantly functions as a retail park. On the left of the road there is Stanley Green Retail Park (40 per cent trade counters), and to the right hand there are a series of trade outlets such as Topps Tiles. In addition there is a hair and beauty salon; a Costa Cafe; a fireplace, bed wholesalers and a self-storage facility throughout the site. More retail warehouses are located in the south-eastern corner of the site.</p> <p>The area in the north-east corner of the site is additionally set to be converted away from employment use to food and beverage (A3-A4) units, including a Nando's. The works have however not started on site yet.</p> <p>There is minimal traditional employment uses within the site. The south of the site might however be more suited as an office employment area.</p> <p>The site It is located close to the SEMMS airport road route, which should significantly improve connectivity once it is delivered.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>All the buildings appear to be well occupied, albeit many are not used for traditional employment uses. Quality of stock is very mixed. There has been some development activity. This is a popular location from an industrial perspective and some existing stock is now also attracting both leisure and automotive uses given the proximity of affluent households.</p>	<p>2</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site accommodates small industrial units to large regional head office accommodation.</p>	<p>2</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is well suited to employment development, located just off the A34, providing good access to the strategic transport network and is distant from conflicts with other uses.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownership. There is no council ownership in the site.</p>	<p>1</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>Limited amenity is provided at the nearby retail park, with only a Costa Cafe available. The nearest comprehensive facility is located at Handforth Dean.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to strategic transport network is moderate. The A34 provides direct links with the M60; however this route suffers from heavy congestion. Accessibility should however significantly improve once the SEMMS Airport Road is complete.</p>	<p>2</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure is poor. There is limited car parking resulting in on-road parking. The access in and out of the site is not clearly defined and is not suitable for articulated lorries. To the south, access is better.</p>	1
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is accessible by other modes of transport. It is situated off the A34 and there are a number of bus routes providing services to the north and south.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>We are unaware of any environmental constraints; however the site is shown on the Council's contaminated land data base.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>It is allocated for employment use.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		26/39

SITE 30 – STATION ROAD, CHEADLE HULME



KEY DETAILS

Address	Station Road Cheadle
Site Area	4.1
Allocation	Part of Cheadle District Centre subject to saved UDP and Core Strategy employment policies CS7 and AED2.
Spatial Designation	<i>Local Centre</i>
Use Class (B1/B2/B8)	
Description of Site	The site comprises a series of office buildings on either side of the road to the south of Cheadle Hulme Town Centre. The buildings are of varying age and quality and are situated in close proximity to Cheadle Hulme Train Station. There has been some recent loss to non-employment uses (retail/ food and beverages/ therapy centre) across the site (mostly in its eastern part).

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is mixed in terms of its market performance. On the eastern side of the road, there have been some recent office extensions and the accommodation is of good quality, fairly new and benefits from good levels of occupancy. To the west the accommodation is much more dated and has higher vacancy levels.</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Whilst the site is suitable, there may need to be some investment to broaden the attraction of those units in the western half of the site.</p>	<p>2</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>Whilst the site is an acceptable location for office use the surrounding highway does suffer from peak period congestion.</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand that the site is within multiple ownership. The Council's land holdings are restricted to land to the rear of The Cheadle Hall Public House</p>	<p>2</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located in close proximity to shops and amenity associated with Cheadle Hulme Town Centre.</p>	<p>3</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Poorly located for access to the strategic transport network.</p>	<p>1</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is suitable for the scale and type of uses underway.</p>	<p>2</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is well located for public transport links with a good bus service running through the site (no. 157, 307, 313, X57) and is located in close proximity to Cheadle Hulme Rail Station.</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known site contamination issues.</p>	3
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site mostly either has planning permission for, or is considered acceptable for, employment uses. Some dilution to non-employment uses can however be noted (e.g. DC/055935)</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>Millington Hall is a Grade II Listed Building.</p> <p>B1 office uses are appropriate in this area under Core Strategy Policies CS7 and AED2. Existing employment uses are also protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		28/39

SITE 31 / DEMMINGS ROAD AND BROOKFIELD BUSINESS PARK



Map Data © 2014 Google.

KEY DETAILS	
Address	6-8 Demmings Road, Cheadle SK8, UK
Site Area	2.15ha
Allocation	Saved UDP Policy PG1.4. Business, open space, and residential uses permitted.
Spatial Designation	<i>Edge of town</i>
Use Class (B1/B2/B8)	B1
Description of Site	<p>Predominantly garage, vehicular type uses and light industrial uses. Quality of stock is mixed and there are a few trade counter uses. The site is generally well occupied, even though a couple of units are vacant in its most western end. There is a HGV parts warehouse, and MOT test centres.</p> <p>A residential application has been submitted on a plot in its south-eastern corner, and it is currently pending consideration.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>While the site fulfils a particular demand, the quality of stock is not good. The site appears to be well occupied. However, the uses that are proposed within the site are not likely to generate a significant amount of employment. No recent development activity. The site predominantly attracts low budget occupiers given its layout, access and quality of buildings.</p>	<p>1</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The current buildings are fit for purpose for the proposed use. In order to attract a different use that is not industrial / light industrial and workshop uses a significant amount of investment would be required.</p>	<p>1</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is situated within a residential area. The main conflicts arise from noise and traffic congestion.</p>	<p>1</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownership. There is no Council ownership on the site.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is in the middle of a residential area. There are no nearby amenities.</p>	<p>1</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is moderate. It is close to the M60.</p>	<p>2</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of the infrastructure through the site is poor. Demmings Road, which runs past the site, provides poor access and is not suitable for large articulated vehicles. At the head of Demmings Road is a weak bridge limited to 7.5 tonnes of weight, with only one way in and out of the site. In addition, access from Brookfield Road is limited, albeit parking provision is adequate in this area.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>Bus routes provide links to the site (no. 307, 308, 309, 310) and pedestrian / cycle access is acceptable given the proximity of the site to residential areas, however there are no nearby train links.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>Given the uses, the likelihood of land contamination is high. The site is referred to on the Council's contaminated land data bases In addition, the site is at risk from flooding as the site is partially located in flood risk zone 2. Residential development would also need to accord with saved UDP Policy EP1.10 Aircraft Noise.</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within saved UDP Policy Guidance Area PG 1.4 where employment (business) uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site fall within a Priority 2 Area.</p>	1
Total		20/39

SITE 32 / BIRD HALL LANE



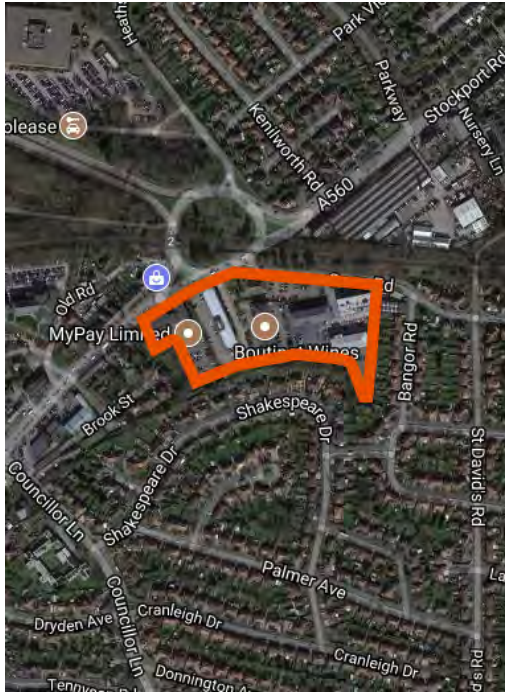
KEY DETAILS	
Address	Bird Hall Lane, Cheadle Heath, Stockport SK3
Site Area	41.7ha
Allocation	Employment
Spatial Designation	<i>Edge of centre</i>
Use Class (B1/B2/B8)	B2
Description of Site	<p>A large business and industrial park made up of Park Square, Hercules Park, Cheadle, Europa Business Park and a range of other business parks, including police divisional headquarters on Bird Hall Lane, off Stockport Road. Site is still in predominant employment use (mostly office stock, with large sheds and some industrial uses). A mix of quality of stock; some older buildings and some modern stock. Several whole buildings appear to be vacant, whilst others are well occupied. Space to let is advertised in at least 3 office buildings in the north of the site, while a number of B2/B8 units are advertised for sale.</p> <p>Office uses are concentrated towards the centre of the business park, with the storage and distribution uses located towards the periphery, near Stockport Road. Further down Bird Hall Lane, there is Orion Business Park, where circa half of the units are let. At Unit 1 Orion East and West, there are three floors with half let to Bosch. The rest are vacant. The remainder of the business park is well occupied.</p>

	<p>Lawnhurst Trading Estate is on the edge of this employment area, along Oakhurst Drive which is a B2, B8 and trading estate. There is a garage and a second hand car showroom. There are offices, predominantly in Poseidon House, and to the rear there are buildings which are used for light industrial and storage and distribution uses.</p> <p>A residential development is now being built on the site directly adjacent to the north-east (DC/059483)</p>	
APPRAISAL CRITERIA		
Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Overall, the facility is fairly well occupied, which is reflected in some recent (moderate) development activity. This is a well-established industrial / business location and even the more dated stock continues to generate interest from occupiers.</p>	3
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site is large, with a range of stock providing a choice of quality, size, format and layouts. As such, the site appeals to a broad range of occupiers and would not require investment to retain this interest. A number of investment opportunities would however be available should there be appetite to improve the quality/ density of stock.</p>	3
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>Suitability of the surrounding area is moderate. There are residential areas surrounding the site, including a new scheme being developed to the east (DC/059483); however, the site is large enough to locate the conflict threatening uses away from residential areas. Despite this, due to the size of the site, there are congestion issues resulting from the site during am and pm peak periods.</p>	2
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownerships. The Council owns several buildings within Lawnhurst Trading Estate (Enterprise House, Phoenix House and the Sanderling Building).</p>	2
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i> Apart from roadside cafes, local amenity is very limited on and near the site. A small local centre including a nursery and Lidl are located within 10-15mn walk to the south.</p>	2

Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is average. The route into the site is through a residential area and whilst this access is acceptable, it creates some conflict between local residential uses and the heavy goods uses associated with the storage and distribution facilities.</p>	<p>2</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure within and around the site is good. The strong provision of car parking and quality of the highways within the site is suitable given the scale and type of operations underway at the site.</p>	<p>3</p>
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site bisects Bird Hall Lane with a bus route providing regular services to the surrounding area (bus routes include no. 307,308, 368, 369, X69). Rail links are poor. There is a cycling route that runs through the middle of the employment site linking to Stockport Town Centre.</p>	<p>3</p>
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is currently developed and therefore previously developed.</p>	<p>3</p>
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i> The site is referred to on the Council's contaminated land data bases.</p> <p>There appears to be an underground culverted stream which crosses the site in a SE to NW slant. Thus along this stretch which falls mostly to the east of Bird Hall Lane, the site falls within Flood Zone 2</p> <p>67 Europa Park is a locally listed building.</p>	<p>3</p>
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	<p>3</p>

<p>Policy Considerations</p>	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated as an employment area.</p>	<p>3</p>
<p>Priority Areas</p>	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The land to the east of Bird Hall Lane north of Europa Way falls within a Priority 1 Area, The Oakhurst Drive/Ashurst Drive Trading Estate to the west of Bird Hall Lane fall within a Priority 2 Area.</p>	<p>1</p>
<p>Total</p>		<p>33/39</p>

SITE 33 / LOMBARD HOUSE, CHEADLE PLACE AND SURROUNDS



KEY DETAILS	
Address	Cheadle Point, Cheadle SK8 2JX, UK
Site Area	2.49ha
Allocation	Unallocated
Spatial Designation	<i>Out of town</i>
Use Class (B1/B2/B8)	B1
Description of Site	A collection of office units, forming a business park, comprising Lombard House and associated buildings along Carrs Road and Cheadle Point. The buildings have a mixed level of occupancy, and the site generally appears underutilised. Some office space vacancies are advertised, with space to let notably on the western side of the internal road.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Some units are vacant; others are well occupied. There has been a significant amount of recent development activity at the site. Market attractiveness is moderate.</p>	<p>2</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The buildings are of sufficiently high quality, they are of sufficient quality to attract potential occupiers.</p>	<p>3</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>Suitability of the surrounding area for office use is acceptable however office uses would be better located within the Town Centre. Whilst a residential area, there is minimal conflict with the office use.</p>	<p>2</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownership. There is no Council ownership on site.</p>	<p>1</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located close to a Tesco Express and small local centre 100m to the west providing amenity. Nevertheless, this offer is limited.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network, is excellent, located in close proximity to the M60.</p>	<p>3</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure is good. Car-parking provision seems adequate. Given the current use of the site, the quality of the highway within the site is good.</p>	<p>3</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is poorly located for public transport links and cycle / pedestrian links are restricted due to the proximity to a busy highway and lack of crossing facilities.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints. Recent development activity is likely to have addressed any contamination matters.</p>	3
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is not allocated but as an existing employment site is protected by Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		29/39

SITE 34 / CHEADLE ROYAL BUSINESS PARK



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KEY DETAILS	
Address	Cheadle Royal Business Park, Cheadle, SK8 3GY
Site Area	29.61ha
Allocation	Employment
Spatial Designation	<i>Edge of Centre</i>
Use Class (B1/B2/B8)	B1
Description of Site	Large, modern office employment site situated off the A34, providing access directly to the M60. There is a mix of old and new office stock within the site. The older stock is located towards the rear of the site

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is a well-established office location, generally well occupied with a large volume of office accommodation. Some units have however recently become vacant, and there appear to be some barriers to finding replacement occupiers, including evidence provided by the site owners that important congestion issues at peak times at the entrance of the site are starting to reduce its appeal to businesses.</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>In terms of the actual units, there would be very little additional investment that would need to be spent on the site in order to retain attractiveness for potential occupiers. However, significant investment to tackle congestion issues at peak time would be necessary to enable the expansion of employment uses on the site. The SEMMS relief road is expected to improve this situation once it is delivered, but this positive impact is still to be demonstrated.</p>	<p>2</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>Located close to Cheadle Retail Park, Stanley Green and neighbouring residential areas. During peak periods, this results in significant congestion along the A34, a source of conflict.</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownership. There is no Council ownership on site.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>Cheadle Retail Park is situated in close proximity to a range of retail and leisure facilities including a gym, hotel and various other supporting amenities.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is excellent.</p>	<p>3</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure is very good. Internal highways are well designed and the landscaping and public realm within the site is of a high quality with car parking issues at the site.</p>	<p>3</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is accessible by bus routes that run past the site (no. 196 'East Didsbury Circular' and the 312 to Stockport Town Centre). The closest rail stations are at Heald Green and Gatley but these are not within walking distance. The site is also well located for access to Manchester Airport but not by public transport.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints.</p> <p>There are limited references made on the Council's contaminated land data bases.</p> <p>The southern part of the employment allocation falls within a conservation area.</p>	3
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>It is an allocated employment location.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		30/39

SITE 35 / SOUTHGATE BUSINESS PARK



KEY DETAILS

Address	331 Wilmslow Rd, Cheadle, Stockport, SK8
Site Area	0.9ha
Allocation	Unallocated
Spatial Designation	<i>Out of town</i>
Use Class (B1/B2/B8)	B1
Description of Site	<p>Small collection of office buildings, located on Wilmslow Road, known as Southgate Business Park. Three high quality office buildings with occupiers including Hawkins Forensic Investigation, but there are still vacancies these remain partially vacant. Some dilution to non employment uses, as unit 3 has been granted permission for a medical centre (DC/60397).</p> <p>The site is located close to the SEMMS airport road route, which should significantly improve connectivity once it is delivered.</p>

APPRAISAL CRITERIA		
Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>There are some vacancies within this complex with a limited amount of floorspace. Quality of accommodation is good; however the location does not appear to be suitable.</p>	2
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site is suitable for office use; however, it is not in a prime location and this may influence demand for office lettings.</p>	2
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>It is an isolated office complex located within a residential area. Given the use, the impacts upon nearby uses will be low.</p>	2
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand that the site is in single ownership. There is no Council ownership on the site.</p>	2
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The surrounding area is residential in character with no nearby amenity provision.</p>	1
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is good. Wilmslow Road provides direct access up to the M60 via the A34. Connectivity will further improve once the SEMMS Airport Road is complete.</p>	3

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is suited to the existing use</p>	2
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located on Wilmslow Road which has access to a bus route that runs north and south. Aside from this, access by other modes is not good.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints.</p>	3
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>It is not within an allocated employment area; however, the existing buildings would be protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		28/39

SITE 36 / MCVITIE'S FACTORY



Map Data © 2014 Google

KEY DETAILS	
Address	United Biscuits Ltd, Wellington Road North, Heaton Chapel, Stockport, M19 2SD
Site Area	6.35ha
Allocation	Employment
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B2
Description of Site	One large unit located along Wellington Road North occupied by McVitie's biscuits. McVitie's are the sole occupier; the building is their regional headquarters. The predominant use is a mill building which has been extended to accommodate the requirements of McVitie's.

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The building is occupied by a single user, therefore there are no vacancies. There is no recent development activity. Market interest in this facility would be minimal should McVitie's vacate the premises given the significant alteration of the site to suit McVitie's requirements. The site would need to be divided to provide a number of smaller units (similar to Crossley & Discovery) in order to generate interest from occupiers in the future.</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The unit is occupied for a very specific use. Should it be vacated there would be difficulty in finding another occupier to fit that unit without a significant amount of investment being required.</p>	<p>1</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located on a main road; however, the surrounding area is residential. Crossley Park and Discovery Park employment area are situated to the west of the site. Generally, the area is acceptable for employment use, but it is not ideal.</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within single ownership, The current owner is not currently seeking to relocate. There are no Council ownerships.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>Located close to Heaton Chapel Local Centre, which provides a range of services and facilities. The site is well located for access to local facilities.</p>	<p>3</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is good. Wellington Road North leads into Stockport and connects to the M60 via Manchester Road. The A6 also connects to Manchester to the north; however this route suffers from congestion during peak periods.</p>	<p>2</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The surrounding infrastructure is acceptable with direct access from the main road. There are numerous car parking spaces for the facility.</p>	2
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located on a main road with good bus links into Manchester and Stockport (no. 171, 191 and 192). Heaton Chapel rail station is located c.750m to the south. Overall public transport access is moderate. The proximity to residential areas enables pedestrian access to the site.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The frontage to Wellington Road North is locally listed. The site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated for employment use.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
TOTAL		26/39

SITE 37 / CROSSLEY PARK AND DISCOVERY PARK



KEY DETAILS	
Address	Sir Richard Fairey Rd, Stockport SK4, UK
Site Area	11.4ha (32a) +7.5ha (32b)
Allocation	Employment
Spatial Designation	<i>Out-of-Centre</i>
Use Class (B1/B2/B8)	B1, B2 and B8
Description of Site	<p>Crossley Park and Discovery Park, two separate business parks within one overall employment area. The units are predominantly sheds, and mostly in decent condition. One unit in the top eastern corner of the is are currently being upgraded/reconstructed.</p> <p>Surrounding this there are a range of other employment uses of poor quality, however, in terms of occupation the site seems to be well used, with the exception of a large vacant shed on the west of the site.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>There are a few vacant units between Crossley Park and Discovery Park. However, given the volume of units within the site, the remainder is well occupied. The area to the rear has higher levels of vacancy. The estate(s) will continue to attract occupier interest albeit from occupiers with a lower rental budget. The site is quite constrained in terms of circulation with high site coverage.</p> <p>Some development activity is clearly ongoing at the front of the Discovery Park, with one unit being reconstructed. Some other new development has taken place in recent year, including the Discovery House office units.</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Obviously Crossley Park and Discovery Park are highly viable for the uses proposed, that is B1, B2, B8 uses. Areas to the rear of the site are in a poorer state of repair and would require a greater level of investment.</p>	<p>3</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The surrounding area is well suited to employment use.</p>	<p>3</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within different private ownerships. There are no Council ownerships.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is disjointed from Heaton Chapel and there is some distance between the site and surrounding facilities / amenity.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is moderate. There is a spur road that leads onto Wellington North providing access to the M60 via Manchester Road.</p>	<p>2</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure on site is mixed with poorer quality infrastructure to the rear of the site. There is insufficient parking and limited turning facilities.</p>	<p>2</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>For both sites 31A and 31B, accessibility by non-car modes is adequate. There is a bus stop within t 100 metres of the entrance to the site with a nearby y a train station. There is a park that provides pedestrian access through to the site from surrounding residential areas. No evidence of nearby cycle ways.</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>We are unaware of any environmental constraints. The site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>Both sites are allocated for employment use.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site is not within a priority area.</p>	1
Total		29/39

SITE 38 / BRENT ROAD AND ROTH STREET



KEY DETAILS	
Address	Brent Rd, Stockport SK4
Site Area	8.30ha
Allocation	Employment
Spatial Designation	<i>Edge of centre</i>
Use Class (B1/B2/B8)	B8
Description of Site	Located off Travis Brow, close to the main junction with the M60. The site comprises a range of industrial and logistical units of mixed quality. There are a large number of car showroom units. The site has good frontage and a large volume of traffic bypasses the boundary. Car parking provision seems insufficient around the car showroom units.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is well occupied, with few vacant units. There has been no development activity recently since an extension of the Volkswagen garage and an office extension in 2014 . Poor quality units albeit in a relatively good location off Travis Brow.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>There is a mix of stock, some which is readily re-useable for other employment operators. Parts of the site in a poor state of repair and in need of upgrade due to the significant amount of poor quality stock.</p>	<p>1</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The surrounding area is highly suitable for employment uses. It is well connected to the strategic highway network and there are no sensitive uses nearby.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site's ownership is mixed. The triangle of land formed by Rooth Street and Lower Bredbury Street is shown on the Council's land terrier records.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The nearest local amenity would be located within Stockport Town Centre.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic highway network is excellent.</p>	<p>3</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of the infrastructure on site is poor. A number of units have no associated car parking provision, which results in on-street car parking. The car showroom uses are well catered for in terms of infrastructure and facilities.</p>	<p>1</p>

	Parking restrictions on surrounding streets would conflict with some of the B8 uses in terms of deliveries and HGV access.	
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is not located close to a rail station; however, there are pedestrian and cycle paths, as well as some bridleways that run very near to the site (Trans Pennine Trail). A number of bus routes run in close proximity to the site, providing access to Stockport and the Heaton.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints, however given the uses on-site there may be some historic contamination issues The site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated for employment use.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Propriety Area, but does fall within the M60 Gateway Area.</p>	1
Total		26/39

SITE 39 / BRIGHTON ROAD INDUSTRIAL ESTATE



KEY DETAILS	
Address	Brighton Rd, Stockport SK4
Site Area	2.40ha
Allocation	Saved UDP Policy Guidance Area TCG4.3 with B1 B8 and hotel or car showroom permitted uses.
Spatial Designation	<i>Edge of centre</i>
Use Class (B1/B2/B8)	B2/B8
Description of Site	Located off Didsbury Road. It is bounded by Didsbury Road and the M60 Motorway. The old industrial premises were fully vacant and have been demolished. The site is now under construction, being comprehensively redeveloped to comprise 4,650 sqm of new B1/B2/B8 space in its eastern part, along with trade counters and retail floorspace in its western part (permissions DC/060607). A Mercedes car showroom/repair centre has also just been approved in the south western corner of the site (DC/066233).

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is ongoing significant investment and Mercedes Benz is already secured as a key anchor tenant.</p> <p>The retail units have been built first and still seem to be on the market. It is considered that market demand for the employment units is likely to be good.</p>	<p>3</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Given the dilapidated nature of a lot of the stock here, the site as it previously stood necessitated a significant amount of investment in order for it to be attractive to higher value operators, including major investment around access.</p> <p>It is now clear that this investment is being made as part of the site's redevelopment project.</p>	<p>3</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The area is well suited to this type of use. It is close to a busy motorway and is located close to a junction of the M60,</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within single ownership. There are no Council ownerships.</p>	<p>3</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>A local Coop provides for convenience shopping within a 5mn walk at the junction of Brighton Road. There is not much in the way of additional amenity, the nearest of which is located in Heaton Mersey or Stockport Town Centre.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access is excellent. It is located close to a junction of the M60. It is a key M60 Gateway site.</p>	<p>3</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure is very poor at the site. The road into the site is cobbled and there are no road markings. There are no dedicated car parking areas and servicing of the buildings is poor.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is well served by local bus routes that run between Didsbury and Stockport (no. 23, 23A, 42, 179, 197, 370). In addition, the site is located close to the Pennine Trail, which provides pedestrian and cycle access to nearby areas.</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints. However, historical uses are likely to have left residual contamination within the site. The site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within saved UDP Policy Guidance Area TCG 4.3 where employment uses are permitted. The site is a key M60 gateway site. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site is not in a Priority Area but falls within the M60 Gateway area.</p>	1
Total		32/39

SITE 40 / EMBANKMENT BUSINESS PARK



KEY DETAILS	
Address	Vale Rd Stockport, SK4
Site Area	14.8ha
Allocation	Employment
Spatial Designation	<i>Out of Centre</i>
Use Class (B1/B2/B8)	B1/ B2 / B8
Description of Site	Located off Vale Road, bounded to the south by the river and to the north by Station Road, outside Heaton Mersey. The site has a mix of accommodation types within it, such as purpose built office buildings and shed-type facilities, with primary uses of B1, B8 and vehicle repairs. Despite a few vacant units, the site is generally well occupied. However, several are currently in non-employment uses, including a dance studio (since 2013), a mosque, an auction house, a day nursery (recent change of use) and and yoga centre. The site infrastructure is fairly good.

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is well occupied, with some vacant units. The site is attractive as an employment location. This is a well-established employment location which will continue to attract a range of occupier types reflected by the number of office / warehouse developments within the last 10 years.</p>	<p>3</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site is viable for employment uses. Large scale investment is not required in order to ensure that the site remains attractive to potential occupiers.</p>	<p>3</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The area is suitable for employment uses. There is limited potential for conflict (apart from in the very north east of the site) with sensitive uses. The site is discreet and located away from other sensitive uses.</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is under multiple ownership. There are no council ownerships.</p>	<p>2</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located away from local centres and associated amenities.</p>	<p>1</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is located between the M60 and the A34. Whilst Didsbury Road can become congested during peak periods, the site is close to the strategic road network. Furthermore, the uses that are incorporated within the site are not dependent upon good access to the strategic highways network.</p>	<p>2</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure is excellent. Whilst car parking is limited, roads have been designed to accommodate on-street parking and they do not cause a significant threat to the operation of the site.</p>	3
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>There is a bus service that runs into the site (no. 179). This, aside the sight is not highly accessible.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is obviously previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>It does not appear that there are any environmental constraints in the site, however the site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated as an employment site.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		29/39

SITE 41 / STOCKPORT TRADING ESTATE



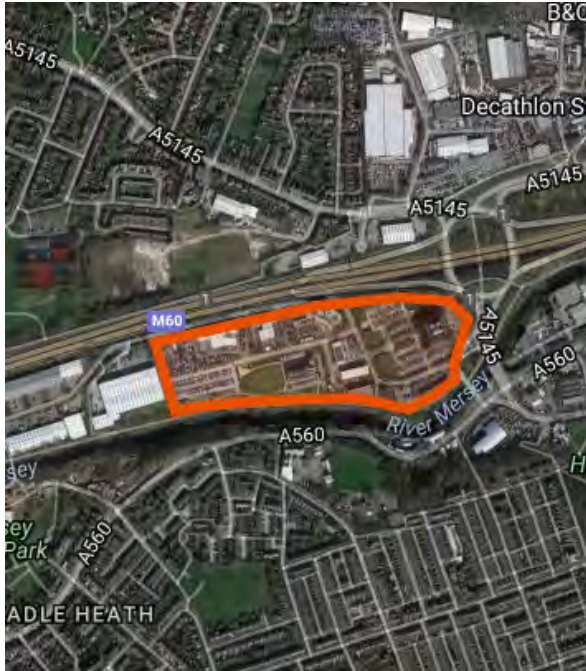
KEY DETAILS	
Address	Stockport Trading Estate, Yew Street, Stockport, SK4 2JZ
Site Area	5.64ha
Allocation	Employment
Spatial Designation	<i>Edge of centre</i>
Use Class (B1/B2/B8)	B2/ B8/ Trade Counter
Description of Site	The site comprises of a mix of light industrial and logistics uses. There are 15 units (almost all of which are occupied). There is a range of cash and carry uses including a plumbing trade supplies, wholesale cash and carry as well as a booker. All of the units are well occupied. The stock, whilst not modern, is appropriate for the uses proposed. The current stock is not modern; however they are appropriate for the uses proposed.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Market performance is good with high levels of occupation activity. This location is excellent with good occupation levels and continued interest from occupiers in the vacant units resulting in a recent hardening of rents. This is a well performing estate within the borough from an occupational point of view.</p>	<p>3</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Clearly the units provided are viable for employment use and could be used for employment use by a range of occupiers.</p>	<p>3</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The area is highly suited to this employment use. There are no sensitive uses nearby.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand that the units are within single ownership. There is no Council ownership on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is not close to any permanent amenities or facilities that would support a working population. However, small food wagons seem to be coming to the site regularly (but these are clearly mobile).</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>It is ideally positioned for access to the strategic transport network.</p>	<p>3</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is excellent.</p>	<p>3</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is only accessible by car. There are bus stops on the main road by the roundabout with poor pedestrian / public transport access.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site is partially located in flood zones 2+3. The site is shown on the Council's land contamination data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated for employment use.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area but falls within the M60 Gateway Area.</p>	1
Total		32/39

SITE 42 / KINGS REACH BUSINESS PARK



KEY DETAILS	
Address	Yew St, Stockport, SK4 2HD
Site Area	9.01ha
Allocation	Employment
Spatial Designation	<i>Edge of centre</i>
Use Class (B1/B2/B8)	B1/ sui generi (car sales)
Description of Site	<p>Located just to the east of Stockport Trading Estate. The site is characterised by a large number of office buildings including the iconic Stockport Pyramid building. The site is highly attractive to potential occupiers, is very well occupied and seems fully built out aside from an open amenity space in the centre of the site. Brand new office space has been delivered on the site occupied by CDL. There are however a large number of car show rooms, which dilute the traditional employment use of the site. Only one unit seems vacant (Sungard, near the entrance of the site).</p> <p>Infrastructure is excellent.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is highly attractive and for potential occupiers and is well let. There is lots of activity within the site . An excellent location with good quality accommodation. This will continue to attract good quality occupiers.</p>	<p>3</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site is highly viable for the proposed use, which is B1 office space. It requires little investment in order to continue this level of attractiveness.</p>	<p>3</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>This site is highly suitable for this type of use, being located close to the strategic highways network and the M60 and not far from Stockport Town Centre.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownership. There is no Council ownership on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>No immediate access to amenities/facilities locally.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the M60 is excellent.</p>	<p>3</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is excellent, with ample car parking provision.</p>	<p>3</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>Public transport access is limited, however the site is connected to the pedestria/ cycling routes along River Mersey, leading to Stockport Town Centre.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site is partially within flood zones 2 and 3. Recent development activity will have identified and mitigated any issues. The site is shown on the Council's land contamination data bases.</p>	3
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses and is currently being built out under planning permission DC/50730.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>It is allocated as an employment site.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority area, but falls within the M60 Gateway Area.</p>	1
Total		33/39

SITE 43 / ACORN BUSINESS PARK



KEY DETAILS	
Address	Acorn Business Park, Heaton Lane, Stockport, SK4
Site Area	1.04Ha
Allocation	Employment
Spatial Designation	<i>Edge-of-centre</i>
Use Class (B1/B2/B8)	
Description of Site	The site comprises a series of small individual 2-storey units located in close proximity to the M60 on the outskirts of Stockport Town Centre. The site is not highly visible, however appears to be popular and fully occupied.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site seems to be fully occupied- the last remaining vacant unit has apparently just been let). Public transport access is limited, however the site is connected to the pedestrian/ cycling routes along River Mersey, leading to Stockport Town Centre. Whilst there is little evidence of recent development activity, it is considered that there is moderate market interest in this site, given its excellent links to both the Town Centre and the M60. The unit sizes limit the suitability of the site.</p>	<p>2</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site would require minimal investment to retain the current levels of market interest.</p>	<p>3</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located in a good employment location with minimal surrounding sensitive uses and excellent highways links.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand that the site is under multiple ownerships. There are no Council ownerships on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is not located particularly closely to a suitable level of amenity / facilities. The nearest provision is in Stockport Town Centre.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is well located for access to the strategic transport network.</p>	<p>3</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is suitable for the scale and type of uses underway.</p>	<p>2</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>Despite being located close to the Train Station and Bus Depot, public transport links to the site are quite poor. There are no bus routes that run/stop near to the site. The nearest stop is located c.300m away.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site is shown on the Council's contaminated land data base. The site falls with Flood Zone 2.</p>	3
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated for employment.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area; however it falls within the M60 Gateway Strategy Area and Town Centre Masterplan area.</p>	1
Total		31/39

SITE 44 / STATION ROAD, REDDISH NORTH



KEY DETAILS

Address	Avery Industrial Estate, Kenwood Road, North Reddish, SK5 6PH
Site Area	9.53ha
Allocation	Saved UDP Policy Guidance Area PG 1.2 suitable for residential, business and open space uses. Further industrial development is only acceptable where it can be segregated from nearby housing and alternative access provided.
Spatial Designation	<i>Out-of-Centre</i>
Use Class (B1/B2/B8)	B1c, B2,B8
Description of Site	Industrial Estate down Station Road in Reddish North. It comprises low quality industrial uses and is generally poorly performing, with limited access to amenities and the transport network. It is surrounded by residential areas to the east, south and west (including new housing developments to the west, outside of Stockport boundaries), so that there are conflicts between the uses. There has been some loss to non-employment uses, including a gym (23/11/2015), This site would seem more suitable for residential uses.

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site appears to be well occupied, although for a number of low quality uses such as scrap metal and recycling facilities. The area is industrial and comprises a number of large units. There appears to have been very little recent development activity and the units are dated and in a poor state of repair. Access to the units is through a predominantly residential area and modern units are surrounded by recycling / dirty uses which will limit interest from other occupiers.</p>	<p>1</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site, whilst well occupied, is in a poor state of repair. In order to attract new occupiers a significant amount of investment would be needed on both the upgrade of the built form and the supporting infrastructure.</p>	<p>1</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located at the end of Station Road, which runs off Reddish Road. This road is predominantly residential with a large volume of heavy industrial traffic that uses Station Road to access the site. The highways infrastructure is poor quality and the highway is suffering from use by heavy goods vehicles and articulated trucks.</p>	<p>1</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within fragmented, multiple ownership. There is no Council ownership on the site.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>In terms of highways connectivity the site is poorly located. The site is located down a small residential road and is some distance from nearby amenities and facilities.</p>	<p>1</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site suffers from poor access and is located some distance from the M60.</p>	<p>1</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The infrastructure is poor. There is insufficient parking. The highway to the site is not sufficient for the volume of heavy goods traffic and suffers as a result of over use. Access is poor and it appears to be a site that has evolved over a period of time, rather than being specifically planned for its current uses.</p>	1
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is moderately accessible by non-car modes. There are a number of cycle routes near the site. Reddish North railway station is situated 500m to the east. There are also a number of bus routes that run near Station Road (no. 7, 42A, 84, 203).</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>At present, there are no known environmental constraints; however, the site is referred to on the Council's contaminated land data bases</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within saved UDP Policy Guidance Area PG1.2 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The southern part of the site falls within a Priority 2 Area.</p>	1
Total		19/39

SITE 45 / HOULDSWORTH MILL



Map Data © 2014 Google



KEY DETAILS

Address	Houldsworth Mill, Waterhouse Way, Stockport, SK5 6DD
Site Area	2.03ha
Allocation	Unallocated
Spatial Designation	<i>Out-of Centre</i>
Use Class (B1/B2/B8)	B1, B2, B8
Description of Site	<p>Houldsworth Mill is situated north of Broadstone Road, opposite the Broadstone Mill complex. Houldsworth comprises a range of spaces for workshop, office, storage, studio and retail. It benefits from having had a significant amount of investment in recent years and is appears to be well occupied.</p> <p>The site comprises the mill building with a 1960s extension which is in poor condition. The extension is predominantly used for retail. To the rear of the site there is a recently erected warehouse which is dedicated to car sales.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The facility is well occupied. There has been some recent activity in terms of the improvement of the building and the surrounding area. This appears to be a typical mill building albeit with a certain amount of refurbishment. This would be of interest to trade occupiers, small start-ups.</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site has historically benefitted from a large amount of funding and is now suitable for a range of employment.</p>	<p>3</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The area is suitable for the existing employment uses. Whilst there may be some potential traffic conflict with surrounding residential uses, this will be minimal.</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The Mill is in private ownership (The Heaton and Houldsworth Property Company).</p>	<p>2</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>Local amenities, facilities and connectivity are moderate, as with Broadstone Mill. It is located close to Reddish Local Centre and the adjacent Broadstone Mill offers its own retail facilities for the unit.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to strategic network is acceptable however direct M60 access is limited and congestion is an issue during peak periods.</p>	<p>2</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure on site is excellent.</p>	<p>3</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>As with Broadstone Mill, the site is well connected to the town centre. There are a range of bus services that run close to the site (no. 42A, 84, 173 and 328) and it is fairly well located for Reddish South Rail Station.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints. Given recent development activity it may be that contamination will have been addressed however the site is referred to on the Council's contaminated land data bases. . There may be some risk associated with the 1960s extension.</p> <p>The line of the Manchester to Stockport Canal which is protected against development by saved UDP Policy L1,.10 runs along the western boundary of the Mill.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site includes employment purposes. It also contains housing and leisure uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is not allocated however is protected as an existing employment area under Core Strategy Planning Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site is within a Priority 2 Area.</p>	3
Total		31/39

SITE 46 / Whitehill



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KEY DETAILS

Address	Spur Mill, Broadstone Hall Road South, Stockport, SK5 7BY
Site Area	30.6ha
Allocation	Employment
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B2, B8
Description of Site	Greg Street Industrial Estate and Spur Mill Industrial Estate have been amalgamated to form one large employment area in Reddish South (Whitehill). The northern part of the employment area is populated by a mixed quality of stock. There also appears to be residential dwellings pepper potted throughout the northern portion of the site, which conflict with some of the uses. Whilst it is an employment area, it appears that there are a large volume of trade uses. A number of units have also been lost to leisure uses (e.g. a gym). There are a number of builder's merchants and brick / timber merchants; this further dilutes the traditional employment area. The southern area of the site comprises numerous builders' yards and is predominantly retail.

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is well occupied. It is a very large employment site and there are a large number of units. Some units partially occupied or vacant, however occupancy levels appear to be good. There has been some recent development activity within the site (for example DC/055662), with a mix of new and old buildings and some new shed units.</p>	<p>3</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>There is a range of stock to suit a broad range of occupiers. On site the stock varies in size, format and quality resulting in a site attractive to a range of occupiers with varying levels of investment required.</p>	<p>3</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is large and whilst this enables a buffer between industrial nuisance and residential areas, it also generates significant traffic, causing congestion on the surrounding residential streets</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>This large site is within a large number of ownerships including a significant Council interest. This would represent a significant constraint to the redevelopment / management of the site.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There appears to be a range of cafe / facilities within the site. Also, the site is located in close proximity to Reddish Town Centre. Because of the size of the site, obviously some areas are better served by way of amenity than others. Generally the amenity is moderate.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to the strategic transport network is moderate. The site is located just off Reddish Road which links back directly to the centre of Stockport and to the M60 via the A626.</p>	<p>2</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure at the site is good. There is a lot of on-street parking, but the roads are designed sufficiently. Some of the internal highways are of poor quality as a result of the volume of heavy goods traffic that uses the site. Site access throughout the site is generally good.</p>	3
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The northern portion of the site is located very close to Reddish South railway station. Whilst there are no bus routes that run through the site itself, the surrounding residential areas are well served by public transport with services running along Reddish Road (no. 7, 203, 317, 374). The site has good pedestrian linkages with the surrounding residential areas.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>At present, there are no known environmental constraints; however, the site is referred to on the Council's contaminated land and landfill data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated for employment use. Spur Mill on Broadstone Road South is locally listed.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		30/39

SITE 47 / BROADSTONE MILL



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KEY DETAILS

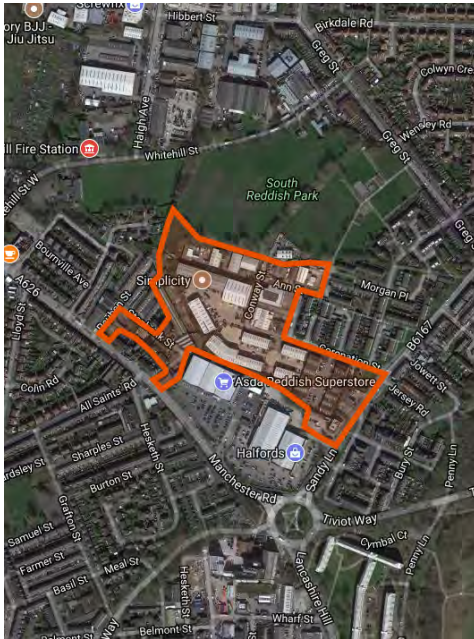
Address	Broadstone Mill, Broadstone Road, Stockport, Cheshire, SK5 7DL
Site Area	3.99ha
Allocation	Employment
Spatial Designation	<i>Out-of-Centre</i>
Use Class (B1/B2/B8)	A1, D2, B1c, B2, B8
Description of Site	The site is dominated by the old mill building (Broadstone Mill) however new development have been built to the rear of the mill. The mill building is 5 storeys and is located behind Greg Street industrial area. The lower floors are occupied and the building is well used, even though some units are vacant Broadstone Mill is marketed as a shopping outlet and there are a range of retail units. To the rear of Broadstone Mill there is a fitness centre/ gym (Life Leisure). There is also a small traditional employment area to the rear of the site (bordering the train line) however this appears to be poor quality and also seems to suffer from high levels of vacancy.

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is well occupied and there seems to have been some recent development on site. The mill site is well used and there are high levels of activity surrounding the mill. The mill is however, predominantly retail and leisure as opposed to employment. There is limited market interest in the facility for employment uses as is demonstrated by the poorly occupied employment area to the rear of the site.</p>	<p>1</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The retail and leisure buildings that are in good condition would not require significant investment in order to make them attractive to small operators. Those units currently used for employment are poor quality. In order to improve the attractiveness of the site a significant investments would be required.</p>	<p>1</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>There are some residential areas immediately surrounding the site that would potentially be a source of conflict if the site were to be used for employment. There are employment sites to the north and south of the site and the site is located in close proximity to Reddish Local Centre.</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The Mill is owned by a private owner (Richard Sym).</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located in close proximity to Reddish Local Centre, which provides a range of amenities and facilities.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is located moderately close to the strategic transport network; however the road network suffers from congestion around peak periods.</p>	<p>2</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The site is easily accessed and there are numerous car parking spaces. There are two primary egress points to improve circulation. The infrastructure at Broadstone Mill is good quality; except adjacent to Hurst Street.</p>	2
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located close to Reddish Local Centre and has moderate public transport connectivity. The site is 500m from Reddish South Rail Station and is well served by Bus (no. 42A, 84, 173 and 328 stop in close proximity to the site).</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The northern half of the site falls within a conservation area. Broadstone Mill is a Grade II Listed Building. The site is referred to on the Council's contaminated land data bases. The line of the Manchester to Stockport Canal which is protected against development by saved UDP Policy L1.10 runs through the middle of Broadstone Mill car park. The site is referred to on the Council's contaminated land bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses. The Stockport Business and Innovation Unit is located on the third floor of the Mill.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated for employment use.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site is in close proximity to a Priority 2 Area, but does not form part of a Priority Area.</p>	1
Total		25/39

SITE 48 / CORONATION STREET AND REUBEN STREET



KEY DETAILS

Address	Coronation St, Stockport SK5 7PH
Site Area	6.94ha
Allocation	Employment
Spatial Designation	<i>Edge of centre</i>
Use Class (B1/B2/B8)	B2, B8
Description of Site	<p>Employment area located off Manchester Road, at Reuben Street The site is characterised by large units close to terrace housing. The layout of the site is fragmented. Adjacent to a retail park. The area to the rear of the trading estate is known as Bankfield Trading Estate, containing a mix of older and newer stock- some of the stock is quite dated. Some recent change of use activity from B8 to B2 has occurred in the north of the site (ref DC/64056).</p> <p>Overall, the site is well occupied and utilised, but an industrial units (circa 7,000 sqft) is vacant on Ann Street.</p> <p>Site infrastructure is good.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The units appear to be well occupied. To the rear of Bankfield Trading Estate is Bankfield Business Park, comprising newer stock, which is well let. The site is well occupied and there appears to have been some recent activity in the form of new sheds being erected (e.g. DC/51459). It's a very strong location given motorway access and the well-established nature of the estates. The existing occupiers appear to be operating well supporting potentially strong interest levels.</p>	<p>3</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>There is a mix of stock, which would appeal to a broad range of potential employment operators. The surrounding infrastructure is insufficient for heavy industry. The site is more suited to storage and distribution / lighter B2 uses. Stock along Reuben Street is of poor quality and would require significant investment.</p>	<p>2</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>Conflict with retail area and residential areas surrounding the site, would prohibit any heavy industrial uses and may also cause noise / transport issues.</p>	<p>1</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site appears to be in a mix of ownerships. Premises at Ann Street and Weston Street are shown on the Council's land register.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is well located in terms of amenities and facilities. There is a retail park close to the site, providing a range of facilities. Asda Store is being built adjacent to the site.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access to strategic highways network is good. It is close to a roundabout, which provides direct access onto the M60.</p>	<p>3</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure is moderate. Parking is provided however there is a large amount of on-road parking. Access throughout the area is good however access to individual estates is limited.</p>	2
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is very well connected to local bus routes (no. 7, 173, 203 317, 328 and 374). The site is in close proximity to residential areas, which could enable employees to walk to work.</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known environmental constraints however the site is referred to on the Council's contaminated land bases.</p> <p>The line of the Manchester to Stockport Canal which is protected against development by saved UDP Policy L1.10 forms the western boundary of the site.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated for employment use.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall in a Priority Area.</p>	1
Total		29/39

SITE 49 / COMPSTALL MILLS COMPLEX



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KEY DETAILS

Address	Compstall Mills, Andrew Street, Compstall, Romiley, Stockport, SK6 5HX
Site Area	2.85ha
Allocation	Major Existing Developed Site (MEDS) in the Green Belt subject to saved UDP Policy GBA1.7 and the NPPF Conservation Area designation
Spatial Designation	<i>Local Centre</i>
Use Class (B1/B2/B8)	B2, B8, D2
Description of Site	The site is adjacent to Etherow Country Park and to a local sailing club, and close to the Compstall Reservoir, which formerly fed the mill buildings. The mill buildings are in very poor condition and there are significant vacancy levels across the site, including Victoria Mill which seems to be at least 50% unoccupied and a large sunken unit fronting the road which is fully vacant. Units which are occupied host a range of uses, including offices and gym. Areas to both side of Andrew Street are now earmarked for residential development.

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>There is a large number of vacant units within the complex. There has been no recent development activity. The stock generally is poor quality showing signs of neglect, resultant from a lack of activity. The buildings have a poor layout and restricted access. Additionally, the site is located in a semi-rural setting with poor access to the regional road networks and larger conurbations.</p>	<p>1</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site is in poor condition and would require significant investment in order to attract modern occupiers.</p>	<p>1</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is within Compstall Village, a small rural village on the outskirts of Stockport. Given the proximity of residential uses, it is suggested that the site is not appropriate for intensive employment use; some limited B1 uses may be acceptable.</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is in two separate ownerships. There is no Council ownership on site.</p>	<p>2</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located within the heart of the village, close to local amenities; but somewhat limited.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is poorly located in terms of access to the strategic transport network.</p>	<p>1</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is poor and has suffered from a lack of investment.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is not adequately accessible via non-car modes. Compstall village is rural in nature and there is limited public transport provision.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>Given the historic workshop uses within the site, it is likely that there would be some level of contamination.</p> <p>The site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses. The part of the site to the east of Andrews Street has been granted planning permission and a S106 Agreement signed for a mixed use development comprising of 121 residential units, commercial units, a replacement boat house and a hydro- electric power generator. (DC/042235). That part of the site to the west of Andrews Street has been the subject of several enquiries for housing.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated as a Major Developed Site in the Green Belt for which a planning brief was prepared to guide development. The site falls partly within Flood Zone 2. It also falls within a Conservation Area and some of the buildings are locally Listed. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	1
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site is not within a Priority Area.</p>	1
Total		21/39

SITE 50 / AQUEDUCT BUSINESS PARK



Map Data © 2014 Google

KEY DETAILS

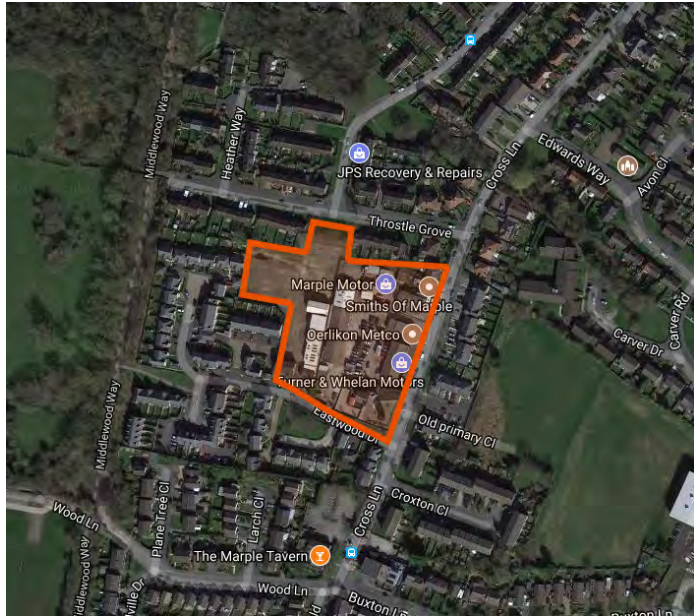
Address	Aqueduct Business Park, Off Station Road, Marple Bridge, Stockport, SK6 5LD
Site Area	0.934ha
Allocation	Unallocated. Green Belt designation subject to saved UDP review Green Belt Policies and NPPF.
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B2,B8
Description of Site	The site is located on the outskirts of Marple, adjacent to the canal. Access is strongly constrained, as it is currently made via a narrow, unadapted road. A large number of units is vacant, and there is limited space available to intensify the use of the site as existing building and the storage of vehicles throughout the site take up most of the space.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Several units are vacant and there does not appear to have been any recent development activity at the site. It is suggested there would be very little market interest. Access to the site will significantly restrict market appetite.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The overall appearance is a mix of dated stock, including some sheds, storage and some light industrial /workshop uses. Other than light industrial and storage usages would require investment in order to improve the stock sufficiently Significant investment would be essential to resolve accessibility issues associated with the site.</p>	<p>1</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located in the Green Belt in a very rural setting with no nearby residential uses. Given the remote nature of the location the site is not appropriate for employment and may conflict with nearby canal and tourist attractions. The north boundary of the site is contiguous with a conservation area.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>It is understood that the site falls within a single ownership. There is no Council ownership on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There are no local amenities or facilities close to the site.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is not located near to the strategic transport network.</p>	<p>1</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure in and around the site is poor.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is not accessible by any means other than by private car.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is a previously developed site within the Green Belt.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>Given the workshop style uses underway within the site, there may be some ground contamination within the site.</p> <p>The site is referred to on the Council's contaminated land data bases.</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is not allocated but is subject to Green Belt Policies set out in the National Planning Policy Framework and Green Belt saved policies of the UDP, As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		19/39

SITE 51 / WESTWOOD TRADING ESTATE



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KEY DETAILS

Address	Westwood Trading Estate, Cross Lane, Marple, SK6 7PZ
Site Area	1.43ha
Allocation	Unallocated
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B2, B8
Description of Site	<p>Westwood Trading Estate is located outside Marple. The site is located off Cross Lane. Over half of the original estate has been lost to residential uses and was therefore removed from the site boundaries (e.g. under permission reference DC/024614)</p> <p>The remaining employment area contains a range of different stock. It is occupied predominantly by low job creation uses, including garages, a motor company and engineering light industrial units.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is well let with low vacancy levels. Part of the industrial site has been given over to housing uses and access to the remaining area of the site which is undeveloped via would cause conflict with residential uses. Poor quality buildings in a poor employment location will restrict market appetite for these units.</p>	<p>1</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Given the location and the quality of the building stock, investment would be required in order to improve the attractiveness of the site to potential occupiers. In addition, investment is likely to be required to resolve conflicts with surrounding residential areas.</p>	<p>1</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The area is predominantly residential. There is a significant amount of new build residential development, making the area less suitable for intensive employment uses.</p>	<p>1</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within mixed ownership. There is no Council ownership on site.</p>	<p>2</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located close to Marple; however, there are no amenities or facilities for employees within the immediate area.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is not particularly well located in terms of access to the strategic road network.</p>	<p>1</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of the infrastructure within and surrounding the site is poor. There is sufficient parking; however, it is of a poor quality. The internal highways are in poor condition.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site does not appear to be particularly accessible by means other than the private car. There are bus services that run close to the site.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no known existing environmental constraints however; previous use could have resulted in some land contamination. The site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site has been in operation for a number of years. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The area is not a Priority Area.</p>	1
Total		21/39

SITE 52 / RAILWAY ROAD



KEY DETAILS

Address	Railway Road, Marple, Stockport, SK6 6HU
Site Area	1.50ha
Allocation	Unallocated
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B2, B8
Description of Site	Units and premises off Railway Road in Marple, near to Rose Hill Station. The site comprises a waste recycling facility and a Jewsons Building Supplies. In addition, there seems to be some supply trade type units.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Predominantly poor quality stock with no recent development activity. The site is populated by a range of small rundown units, although they are still utilised. Given the location of the site and the quality of the stock, we anticipate that there would be little market interest.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Some investment would be required in order to improve the attractiveness of this site to a wider range of occupiers. In addition further investment would be required to resolve conflicts with surrounding residential areas.</p>	<p>1</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>Predominantly the surrounding land is used for allotments, although there is a waste recycling facility and a number of residential properties. The uses at the site clearly create conflict with surrounding residential areas; however there is a good separation between the recycling centre and residential dwellings.</p>	<p>2</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The freehold of the recycling facility is with the Council; however a long leasehold on the site has been agreed with the Greater Manchester Waste Disposal Authority. The adjacent units are also shown in Council ownership. The units at the junction of Railway Road and Marple Road are in private ownership.</p>	<p>1</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is close to Marple centre; however, insufficiently close to benefit from the amenities and facilities</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is not particularly accessible in terms of its access to the strategic transport network.</p>	<p>1</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of the infrastructure more widely is very mixed, but in terms of the small units it is very poor.</p>	2
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is highly accessible given its location in immediate proximity to the railway station.</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>We do not know of any environmental constraints, however, some of the uses on site do indicate that there may be some historic contamination issues. The site is referred to on the Council's contaminated land data bases.</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes. The waste recycling plant was given planning permission in 2007 and (DC/051286) and is operational.</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>As an existing employment site it is protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		21/39

SITE 53 / HAWK GREEN INDUSTRIAL ESTATE (INCLUDING GOYT MILL)



Map Data © 2014 Google



KEY DETAILS	
Address	Goyt Mill, Shepley Lane, Marple, Stockport, Manchester, Cheshire SK6 7HX
Site Area	3.76ha
Allocation	Employment Part conservation area designation
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B2, B8
Description of Site	<p>The industrial estate effectively comprises two distinct areas. There is a large mill building (Goyt Mill) to the south side of the road. To the north side of the road there is Arden House and a series of plant hire and motor equipment shops. At the bottom of the road there are small offices, comprising of the Abyss Dive Centre and Peak Group, who are a holdings company specialising in industrial commercial.</p> <p>The mill building itself is of very dated quality: even though it is fully occupied, uses are mostly low value or non-employment, including retail (antique store) and leisure (climbing wall). Non mill units are of mixed quality but they seem ell occupied and include high quality B2 stock (engineering facilities)</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The mill building appears to be well occupied, but uses are of low-value. Areas around the mill are well occupied. Whilst the areas around the mill have been developed more recently, the mill itself has seen very little investment and would be considered to be unattractive as an employment facility. It has a very localised market with flexible occupation envisaged for poor quality space.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The mill portion of the site is incredibly dated and looks to be in a very poor state of repair. Any potential re-use of the site will require a significant amount of investment in order to bring the employment facilities up to the required standards. Over the other side of the road, the units are much more modern. The plant hire centre and the Arden unit appear to be much more modern and are in better condition.</p>	<p>2</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The surrounding area is residential in character and there is a potential for conflict with industrial uses underway at the site.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>Goyt Mill is in a single ownership and the other units all appear to be under individual ownerships. There is no Council ownership on site.</p>	<p>1</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located on the outskirts of Hawk Green itself and is not particularly close to any amenities or facilities.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is located away from any strategic highways networks.</p>	<p>1</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of the infrastructure both within and around the site is poor. The mill parking area is in particularly bad condition.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located in close proximity to Hawk Green. The public transport links to the site are not particularly good.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>Goyt Mill is a locally listed building falling within the Macclesfield Canal Conservation Area. The overall site is not located within a flood zone. The Mill has been used for a variety of B8 storage uses in a variety of floorspace areas and includes a Children's Play area (Rough and Tumble) and a Gym. Arden House seems to undertake a variety of industrial processes and therefore there may be some residual contamination issues as a result. The wider site is referred to on the Council's contaminated land data bases.</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses. The Mill building has planning permission shown for the Children's Play Area (previously a nightclub)The Mill also includes non employment uses namely a gym and the Rope Race Climbing Wall. Arden and the plant hire facility both have the requisite permissions in place.</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated for employment use.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		19/39

SITE 54 / MELFORD ROAD, HAZEL GROVE



KEY DETAILS

Address	Melford Road, Hazel Grove, Stockport, SK7 6DD
Site Area	8.92ha
Allocation	Employment
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B1, B2 and B8
Description of Site	<p>Range of employment units, including predominantly office; however, some limited storage and distribution uses, including potentially some light industrial. Overall, stock appears to be quite dated.</p> <p>Carpet Right retail warehouse located at the entrance to the industrial estate. A range of retail facilities serve to dilute the employment credentials of the site. The Park and Ride facilities have now been delivered and take up 1.60 Ha to the north of the site, but they seem to be very underutilised. The southern parcel displays a few vacancies but it seems generally underutilised. A parcel in the centre of the site remains undeveloped, but it is constrained by an important tree cover.</p> <p>The site is located close to the SEMMS Road and might benefit from its future completion.</p>

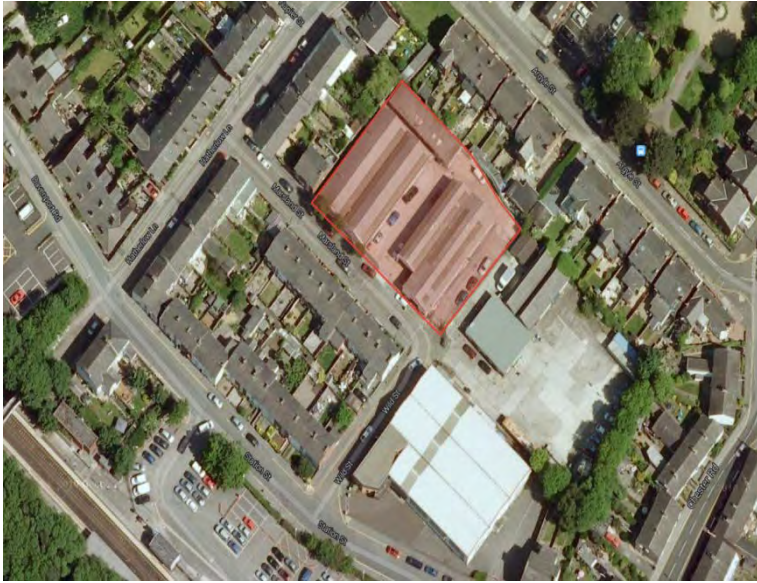
APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Vacancy levels appear to be low. There has been minimal development activity within the site in recent years. The only current development activity relates to the loss of allocated employment land to provide the Park and Ride facility. A number of previous employment units have now been lost to retail use. Site is likely to appeal to local occupiers with industrial uses however will be difficult to attract storage and distribution occupiers due to distance from motorway network and traffic congestion issues.</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Existing stock appears dated. It is quite well occupied, but the site overall seems underutilised. Accommodation fulfils a demand and minimal investment would therefore be required in order to maintain this current form of built stock, which would continue to be attractive to potential occupiers.</p>	<p>2</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located in an ideal employment location between two train tracks, no nearby sensitive uses.</p>	<p>3</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is shown on the Council's Land Terrier.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There are minimal local facilities / amenities close to the site.</p>	<p>1</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Accessibility is below average. The site is located off the A6; however, is some distance from Stockport Town Centre and the strategic highway network. The A6 is congested and provides poor access to the wider strategic highways network. The site might benefit from the completion of the airport SEMMS road.</p>	<p>2</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Overall, the quality of the infrastructure on site is below average. There are a number of cars parked on the road restricting access to the site. Despite this, some parts of the site have adequate car parking available. Site access is generally adequate for the uses undertaken within the site, however more heavy use by articulated vehicles would require better provision.</p>	1
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>An initial review of the site suggests that the site is not particularly accessible by means other than the car. It is located in fairly close proximity to Hazel Grove and therefore could be considered to be walking distance from the village; however, there are no train stations nearby and the bus links appear to be fairly poor.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is clearly previously developed and is currently occupied as an employment site.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site is not within an area at risk from flooding. Some historic uses could have resulted in residual contamination within some parts of the site and the site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>There are a large number of units on site with a range of uses from office to light industrial. The site either has planning permission for, or is considered acceptable for, employment uses; however, the Carpet Right and Beds store on the corner dilutes the employment use of the site through the permitted use of a retail unit.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The western part of the site has planning permission for a park and ride facility, which has now been built out (DC/051437). The remainder of the site is allocated for employment use.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		25/39

SITE 55 / MARSLAND STREET, HAZEL GROVE

Map Data © 2014 Google



KEY DETAILS

Address	Marsland Street Industrial Centre, Hazel Grove, Stockport, Cheshire, SK7 4ER
Site Area	0.194ha
Allocation	Unallocated
Spatial Designation	<i>Edge-of-centre (local)</i>
Use Class (B1/B2/B8)	B2
Description of Site	<p>Site comprises a series of workshops in a poor state of repair, primarily used for industrial purposes including car workshops. Around a third of the units seems to be vacant.</p> <p>The site is located close to residential areas, and is bounded by houses on three sides.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site appears to be reasonably occupied. Minimal recent development activity. The units likely to be of interest to local industrial / workshop occupiers only</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The buildings are in a poor state of repair and are not of high physical quality. Whilst they would suit specific occupiers, investment would be needed to ensure that accommodation would be suitable for a range of employment users.</p>	<p>1</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located within a residential area close to some residential dwellings. Generally, we do not consider that this area to be an appropriate location for employment use.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is made up of a number of individually owned and operated buildings. There is no Council ownership on site.</p>	<p>1</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located close to a range of facilities and amenities within Hazel Grove. The site is well located for amenities and facilities.</p>	<p>3</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is located on the A6 and therefore well connected in terms of highways links. The A6 is not a particularly quick road capable of dealing with large volumes of traffic and, therefore, journey times to the M60 and wider motorway network may be slow.</p>	<p>2</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure on site is poor. The site is bisected by a small road; a single carriageway that should be one-way only. There is a significant amount of parking on site; however, because of nearby residential uses there appear to be some conflict between residential parking and parking associated with the employment area. Access is restricted to the site as Marsland Street is a dead end.</p>	<p>1</p>
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located close to Hazel Grove train station just off the A6, which has regular bus routes into Stockport and the surrounding area. We would therefore consider the site to be well located in terms of accessibility.</p>	<p>3</p>
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site has previously been developed.</p>	<p>3</p>
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site is of poor quality and appears to be a history of heavy industrial uses, which could result in contamination of the site but there are no records shown on the Council's contaminated land databases</p>	<p>2</p>
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>There are a range of historical uses underway within the site. It is assumed the authorised use for the site is for employment purposes.</p>	<p>2</p>
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>As an existing employment site it is protected under Core Strategy Policy AED-6.</p>	<p>2</p>
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	<p>1</p>

TOTAL	22/39
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SITE 56 / Pepper Road



KEY DETAILS	
Address	Pepper Rd, Hazel Grove, Stockport SK7, UK
Site Area	17.2
Allocation	Employment
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B1, B2 and B8
Description of Site	<p>Range of employment units, with a real mix of uses and quality. Generally well occupied and predominantly in office use including some blue chip companies such as Adidas.</p> <p>There has however been some dilution of use through non-employment units, including a gym, Jump Heaven trampolining (recent conversion of Unit 2-DC/62449), a medical centre (DC/57379) and the Let Loose children's play centre (DC/47435). The southern edge of the site remains undeveloped.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is well occupied despite the below average appearance of the site. The site is large and there is evidence of recent development activity. There are some limited vacancies; however this is to be expected within a site of this size.</p>	<p>3</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The range of stock is broad both in terms of quality and in terms of types of use. Given the size of the site and the range of accommodation, the site would be suitable for a range of users with minimal investment.</p>	<p>3</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located in an ideal employment location away from sensitive uses.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownership. There are no council ownerships on site.</p>	<p>1</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The nearest amenity is provided at Hazel Grove local centre, which is located along the A6 circa 1.5km away.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Accessibility is below average. The site is located off the A6; however, is some distance from Stockport Town Centre and the strategic highway network. The A6 is fairly congested and provides a poor access to the wider strategic highways network.</p>	<p>2</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Overall, the quality of the infrastructure on site is good. The quality of the road network within the site is good and there are a range of parking areas associated with many of the individual units. There is also some dedicated on-street car parking and the road widths are suitably designed for this purpose.</p>	<p>3</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located some distance from Hazel Grove however whilst the site is fairly well served by bus, the nearest Train Station (Hazel Grove) is located circa. 3km away.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is clearly previously developed and is currently occupied as an employment site.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site is referred to on the Council's contaminated land register.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>There are a large number of units on site with a range of uses from office to industrial. The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is an allocated employment area.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		30/39

SITE 57 / Rhino Court



KEY DETAILS

Address	Rhino Court, Bramhall Moor Technology Park, Hazel Grove, Stockport , SK2 7JE
Site Area	2.2ha
Allocation	Employment
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B1, B2 and B8
Description of Site	The site comprises a small office complex located just off Bramhall Moor Lane to the south west of Haze Grove. The site sits immediately to the south of the former Man Diesel Site, which has been redeveloped for Housing. The site appears to provide a suitable quality of office accommodation, and occupancy rates seem to have significantly improved over the past few years, as only 1 or 2 units still appear vacant.

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site now appears to be well occupied (circa 85% occupancy rate). The units have been constructed fairly recently so that market interest seems justified.</p>	<p>3</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The range of stock is ideally suited to an office occupier and would require very little investment.</p>	<p>3</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located in an ideal employment location away from sensitive uses furthermore; the type of uses within the site would not be likely to cause nuisance.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within single ownership. There are no Council ownerships on site.</p>	<p>1</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The nearest amenity is provided at Hazel Grove local centre, which is located along the A6 circa 1km away.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Accessibility is below average. The site is located off the A6; however, is some distance from Stockport Town Centre and the strategic highway network. The A6 is fairly congested and provides a poor access to the wider strategic highways network.</p>	<p>2</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Overall, the quality of the infrastructure on site is good. The quality of the road network within the site is good and there is a suitable amount of parking for the uses proposed.</p>	<p>3</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located some distance from Hazel Grove and whilst the site is fairly well served by bus, the nearest Train Station (Hazel Grove) is located circa. 3km away.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is clearly previously developed and is currently occupied as an employment site.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site is referred to on the Council's contaminated land register. However, given that the site has recently been developed, we anticipate that contamination matters will have been addressed.</p>	3
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site benefits from Planning Permission (DC/023614).</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is an allocated employment area.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		31/39

SITE 58 / NEWBY ROAD



KEY DETAILS	
Address	Newby Road Industrial Estate, Levens Road, Hazel Grove, Stockport, SK7 5DL
Site Area	17.4ha
Allocation	Employment
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B1, B2 and B8
Description of Site	<p>Range of employment units, predominantly industrial along with some storage and distribution the site offers a range of units however is poor quality overall. The units seem generally well occupied. Some of them are currently for sale for employment/ industrial uses. There has been dilution to non employment uses including gyms (e.g. DC/48232).</p> <p>Infrastructure quality is very poor.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is well occupied despite the below average appearance of the site. The site is large with minimal recent development activity. The quality of the stock reflects the uses carried out within the site (predominantly industrial).</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Existing stock appears dated; however, it is well occupied. Accommodation fulfils a demand and minimal investment would therefore be required in order to continue this level of interest.</p>	<p>3</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site's location generally seems well suited for employment. However, it is bounded to the west by a residential area, which might cause some conflicts.</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownership. One unit is shown on the Council's land terrier.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The nearest amenity is provided at Hazel Grove local centre, which is located along the A6 circa 1km away.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Accessibility is moderate. The site is located off the A6; however, is some distance from Stockport Town Centre and the strategic highway network. The A6 is fairly congested and provides a poor access to the wider strategic highways network.</p>	<p>2</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Overall, the quality of the infrastructure on site is moderate. There are a large number of cars parked on the road. However, some parts of the site have adequate car parking available. Site access is generally adequate for the uses undertaken within the site; however more heavy use by articulated vehicles would require better provision.</p>	2
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located in fairly close proximity to Hazel Grove and the site is fairly well served by bus. In addition Hazel Grove Train Station is located a short distance away and can be accessed directly from the eastern boundary of the site via an overpass.</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is clearly previously developed and is currently occupied as an employment site.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site contains several references to contaminated land which can be referenced from the Council's GIS system.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>There are a large number of units on site with a range of uses from office to light industrial. The site either has planning permission for, or is considered acceptable for, employment uses. Recent planning permissions allowed the extension and change of use of Trinity House to serviced office suits.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is an allocated employment area.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		29/39

SITE 59 / SANDHURST ROAD



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KEY DETAILS

Address	Sandhurst Road, Stockport, SK2 7NY
Site Area	0.506ha
Allocation	Unallocated
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B2, B8
Description of Site	<p>A small complex off Sandhurst Road, on the outskirts of Stockport, comprising a number of furniture wholesale uses, a small office building, and newly improved units which are now occupied by "Pro Paint" accident repair centre as an anchor tenant.</p> <p>The site is located down a residential road and is close to a school.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Occupancy levels have increased over the past years. The site is now reasonably well occupied, with the repair centre acting as an anchor. There has clearly been recent development activity, with the construction of modern employment units.</p>	<p>2</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The location of the site remains unattractive, however there has been recent investment and the quality of the stock has improved, increasing the ability of the site to attract users.</p>	<p>2</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The surrounding area is primarily residential. Stockport School is immediately adjacent a cause for conflict associated with both noise and traffic during peak periods.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand that the site is within a single ownership. There is no Council ownership on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The area is located in a residential area however there is a small shopping parade along the A6 approximately 400m to the west.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The access to the strategic transport network is moderate. Whilst the site is close to the A6, this road suffers from congestion and does not provide easy access to the strategic transport network.</p>	<p>2</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of the infrastructure is poor. There is access taken off a small junction and the existing car park area is of poor quality.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located close to a number of residential properties and has a good bus service running close to the site, there is no train station.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>It is anticipated that there would be some level of contamination given previous uses. The site is referenced in the Council's derelict land database.</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>As an existing employment site it is protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area</p>	1
Total		23/39

SITE 60 / BREDBURY EAST



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KEY DETAILS

Address	Bredbury Park Industrial Estate, Bredbury, Stockport, SK6
Site Area	74ha
Allocation	Employment
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B1, B2 and B8
Description of Site	<p>The site is an allocated employment area, located to the north west of Stockport town centre. There are a range of B1, B2 and B8 uses within the site; however, there is a prominence of B2 and B8 uses. There has however been some dilution to non-employment uses, with training centres and smaller units found in a variety of uses including a brewery. Infrastructure from the main road and from the M60 is very good. However, there appear to be a lack of supporting services and given the site's physical separation from the nearby villages of Brinnington and Woodley, the provision of amenity uses seems fairly limited. The site contains the Bredbury Waste Recycling Plant and Anaerobic Digestion Facilities.</p> <p>It is understood that the Green Belt Land adjacent to the north of the site boundaries could become subject to a planning application for strategic warehousing/ manufacturing uses in the future.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Bredbury East appears to be well occupied with small amounts of vacant units. There is a real mix of stock available within the industrial estate, ranging in terms of use and in terms of quality. All forms of stock appear to be well occupied. In addition there has been some more recent development activity, including 12 new office cabins in the north of the site (ref DC/061538) . Excellent links to the motorway network and various types of stock provide for a wide range of local, regional and national occupiers making this a very attractive location.</p>	<p>3</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site is viable in terms of its ongoing use. Given the high occupancy levels and broad range of units it is suggested that there would not be a requirement in the near future for significant investment.</p>	<p>3</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The surrounding area is well suited to industrial use. There are some small residential areas within close proximity to the site. However, generally there is good separation between the industrial estate and nearby sensitive uses.</p>	<p>3</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownership including Council ownerships.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There is a lack of nearby local amenities and facilities directly serving the site. Notwithstanding this, there are a large food store (Morrison's) and a McDonalds restaurant to the south. The site is moderately located for amenity.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is very well served in terms of access. It is very close to the M60 and junction arrangements from the M60 to the site appear to be good.</p>	<p>3</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is very good.</p>	3
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>Both Bredbury and Brinnington train stations are within close proximity to the site. Furthermore a number of bus routes run in close proximity to the site.</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site is referred to on the Council's contaminated land and landfill data bases.</p> <p>The site is not located within a designated flood zone and is at low risk from flooding</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is an allocated employment area.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area, but its retention for employment use is a priority for the Local Authority.</p>	3
Total		35/39

SITE 61 / BREDBURY WEST

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KEY DETAILS

Address	Bredbury Park Industrial Estate, Bredbury, Stockport, SK6
Site Area	30.5ha
Allocation	Employment
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B2 and B8
Description of Site	<p>There are some non-traditional employment uses on site, notably a go-karting unit and antiques dealership and offices for children's services. The site however is generally populated by more heavy industrial and distribution uses. 10 new modern trade warehouse units are now under construction (Southfield 25 development).</p> <p>The infrastructure within the site is of poorer quality and there is no properly defined circulation route.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Bredbury West is anchored by a number of large scale users (i.e. TNT and a number of other nationally renowned storage and distribution facilities) and a Euro Garages Car Park distribution facility. It also includes several vehicles/ plant hire operations. The site is more focussed around logistics / industrial facilities (B2/B8) uses than Bradbury East, which supports some office floorspace. Although the stock is dated and in some cases of poor quality, the location of the estate is excellent in providing access to motorway networks which will continue to attract logistics operators. There notably seems to have been good demand for the new trade warehouses under construction, with a number of units already pre-let.</p>	<p>3</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Some stock seems to have been recently improved/ invested in. Further investment to bring more of the stock to a suitable standard would however be beneficial. Notwithstanding this, the units that are occupied appear to be well used and are fulfilling a market requirement within the overall provision of the industrial estate.</p>	<p>3</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The suitability of the surrounding area is very good for employment use. There are some residential units to the very north of the site; these are fairly well separated from the wider industrial estate to the south.</p>	<p>3</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownerships. There is no Council ownership on site.</p>	<p>1</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is moderately located for amenity. Nearby Brinnington and Bredbury provide a range of shops and facilities. There is minimal provision within the estate itself, on which the only amenity is a petrol station.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site has excellent access to the strategic transport network.</p>	<p>3</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Overall, the quality of infrastructure within Bredbury West appears to be much poorer than Bredbury East. The roads are in fairly poor condition and they are not particularly well designed in terms of circulation. In addition they are quite narrow, creating congestion issues within the site.</p>	1
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is well accessed, by bus services running along Ashton Road. The site is some distance from both Brinnington and from Bredbury train station; however, it is considered that access is still good.</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site is referred to on the Council's contaminated land data bases and is not at risk from flooding.</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated for employment use, in a key employment location within the Borough.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area, but its retention for employment use is a priority for the Local Authority.</p>	3
Total		32/39

SITE 62 / PEAR MILL



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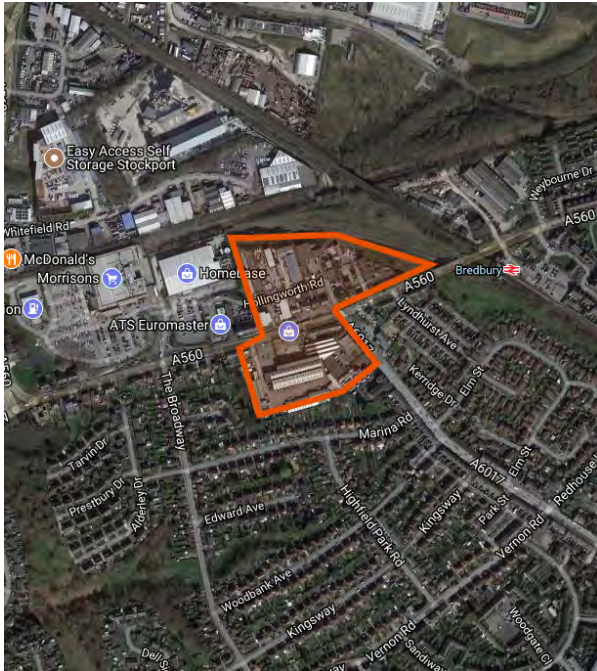
KEY DETAILS	
Address	Pear Mill Industrial Estate, Stockport Road West, Stockport, Cheshire East, SK6 2BP
Site Area	3.33ha
Allocation	Major Existing Developed Site (MEDS) in the Green Belt subject to saved UDP Policy GBA1.7 and NPPF
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B8 (Retail and Leisure)
Description of Site	<p>Pear Mill is located outside Stockport, close to an electricity sub-station. The building is in good condition and appears to be well let, with few vacancies.</p> <p>Very few traditional employment uses are within the site, offering more of a leisure facility. There are a range of shops and leisure facilities including a climbing wall. The amount of employment floorspace needs to be confirmed; however, the assumption is that the majority of the site and mill building accommodate a range of retail and leisure uses.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The building is well let with few vacancies. This is also reflected in the quality of the stock. The mill building has been well maintained. This is an established business location close to the motorway and Stockport Town Centre. Demand is most likely to be from trade/quasi retail occupiers and not for employment.</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Due to the condition of the stock, we would suggest that it would be easy to maintain the building and to attract new users without investing significant sums. However this is unlikely to extend to attracting traditional employment uses.</p>	<p>2</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The complex is located away from other sensitive uses and is compatible with the surrounding area.</p>	<p>3</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within single ownership. There is no Council ownership on the site.</p>	<p>2</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>There are some facilities on offer including limited café / retail uses within the site. Outside of the site there is not a lot of supporting facilities.</p>	<p>1</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is well located for strategic transport access.</p>	<p>3</p>
<p>Quality of Infrastructure</p>	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is good. The site generally has been well maintained and the supporting infrastructure is very good with suitable car parking.</p>	<p>3</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is not particularly accessible by means other than the private car.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The site is located within a high risk flood area (Zone 3). Pear Mill is a Grade II * Listed Building. The site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses. There are planning permissions in place for a range of uses within the complex. These include consents for employment units, including offices.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated as a Major Developed Site in the Green Belt which provides flexibility when considering employment uses. The Mill also contains a number of retail and leisure uses including a family play area and climbing wall. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		28/39

SITE 63 / STOCKPORT ROAD WEST



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KEY DETAILS

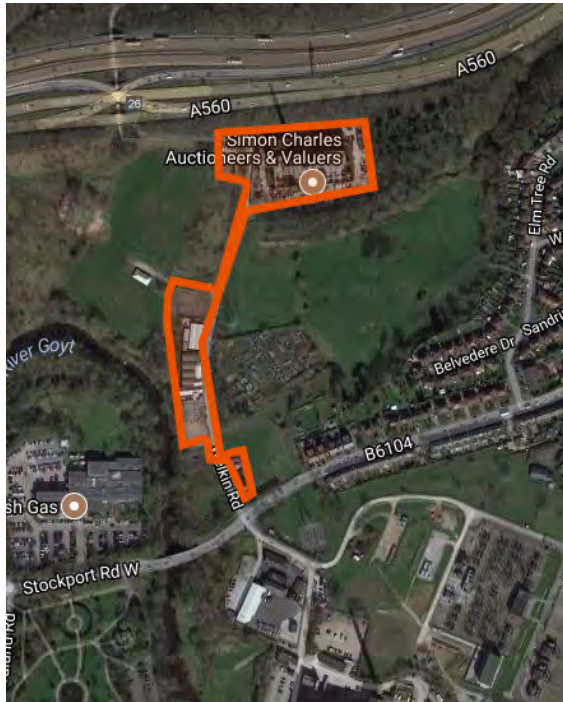
Address	250 Stockport Rd W, Stockport, Cheshire SK6 2AN
Site Area	4.72Ha
Allocation	Unallocated
Spatial Designation	<i>Edge-of-town</i>
Use Class (B1/B2/B8)	B2
Description of Site	<p>A small cluster of industrial units associated with an old mill building, situated to the north and south of Stockport Road West. Handley Printers is the anchor occupier to the south, also home to TKS and other operators, including a wine/ beer wholesaler and engineering firms.</p> <p>The accommodation quality is poor generally poor (better in the northern area of the site). The site is however fairly well utilised by the current occupants: while there are vacancies on the roadside units fronting the south of Stockport Road, all the units further south are occupied.</p> <p>It is understood that there could be some interest for a retail conversion of the underutilised units fronting the road.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The buildings are well occupied; however one of the anchor units is vacant. No evidence of recent development activity.</p> <p>The mill building and associated buildings to the south of the A560 are of poor quality, however to the north of the main road, the quality of accommodation is better. The quality of the existing stock limits market interest; however the location would generate interest if an improved standard of accommodation were available.</p>	<p>1</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The majority of the site would not be suitable for other uses without significant investment. However the units to the north of the A560 are of better quality and would require less investment.</p>	<p>1</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located along Stockport Road, close to Bredbury Industrial Estate in close proximity to residential dwellings along Lime Street and along Stockport Road West. This does create opportunity for conflict with other uses.</p>	<p>2</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within multiple ownership. There is no Council ownership on site.</p>	<p>2</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>To the east of the site, there is a small parade of shops, including a pharmacy, a medical centre and a local shop. A large supermarket (Morrison's) and a McDonald's restaurant are also within walking distance. Amenity is moderate.</p>	<p>2</p>
<p>Access to Strategic Transport Network</p>	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Closely located to the M60; however, Stockport Road West is busy and experiences congestion.</p>	<p>2</p>

Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure within the site is mixed. To the north, the site infrastructure is good with suitable access to entrance/exit junctions and large turning areas for vehicles; however to the south the site is constrained. Overall the infrastructure is moderate.</p>	2
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>It is close to a series of routes which service Stockport (no. 330, 380, 383, 386). The site is also within 300m of Bredbury Rail Station. There is little provision for cycling, it is a busy site and there are no dedicated cycle lanes. However proximity to residential areas gives good pedestrian access.</p>	3
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>We are not aware of any contamination issues however the site is shown on the Council's contaminated land data base.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes. There are a range of employment uses within the site that benefit from planning permission.</p>	2
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>As an existing employment site it is protected under Core Strategy Policy AED-6</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		25/39

SITE 64 / WELKIN MILL



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KEY DETAILS	
Address	Welkin Mill, Welkin Rd, Bredbury, Stockport SK6 2BH
Site Area	2.76 ha
Allocation	Unallocated. Green Belt designation subject to saved UDP review Green Belt Policies and the NPPF.
Spatial Designation	<i>Out of town</i>
Use Class (B1/B2/B8)	B2
Description of Site	<p>Welkin Mill and associated buildings are located off Welkin Road, which is accessed directly from Stockport Road West. The employment area is anchored by the large mill building at the bottom of the road, immediately adjacent to the M60. There are a number of newer shed units down the road that accommodate a range of employment type users (including Paint wholesales, timber wholesaler). Although not much by way of traditional employment uses.</p> <p>The mill building is in fairly good condition and appears to be well occupied, with an auction house taking most of the floorspace (ground and first floor). Some previous occupiers (including the paintball operator and colour printers company) appear to have closed.</p> <p>Most units along Welkin Road seem in reasonable condition and well occupied.</p>

APPRAISAL CRITERIA

<p>Market Performance</p>	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>There is little vacancy in the buildings along Welkin Road, and the mill building is well occupied by the Auction House. There is no recent development activity of note, but the buildings (including the mill) all seem in reasonable condition). The site benefits from good prominence to motorway but has poor access.</p>	<p>2</p>
<p>Viability for Employment Use</p>	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The mill building is in a fair state of repair, in a suitable condition for to uses that are currently present on the premises. Significant amounts of investment to bring the mill building back into a higher state of repair would however be necessary to attract higher profile occupiers. Less money is needed in terms of the newer units down the road; however, they would be unattractive in their current state to high-profile employment occupiers.</p>	<p>1</p>
<p>Suitability of the Surrounding Area</p>	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is quite secluded from sensitive uses, but with good prominence onto the M60. The site itself is well suited to employment use.</p>	<p>3</p>
<p>Ownership Constraints</p>	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>We understand that the site falls within a single ownership. There is no council ownership on site but this site is surrounded by land highlighted in the Council's land use terrier</p>	<p>2</p>
<p>Local Amenities / Facilities</p>	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located off the main road, some distance from both Bredbury and Stockport. There is very little by way of amenity and associated supporting facilities.</p>	<p>1</p>

Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Access is good. The site is located in close proximity to Junction 1 and Junction 27 of the M60.</p>	3
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Quality of infrastructure is incredibly poor. The road is in very poor condition and the junction onto the main road is unsuitable. Additional parking has been provided but it is of low quality (muddy, unsurfaced area) and remote from the buildings.</p>	1
Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>It is not a particularly accessible site. There is no bus service that runs directly through the site; however, there are some buses routes (no. 330, 380, 381, 383, 384, 386) that run past the end of the road that leads down to the site. There is 400m distance from the bus stop to the mill building.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The Mill is a locally listed building. Given the age of the mill building there may be some historic pollutants within the mill itself which would need to be assessed further. The site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes. There are a range of employment uses here that benefit from planning consent.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is unallocated; however it is an existing employment site in the Green Belt and development would have to comply with Green Belt policy set out the National Planning Policy Framework and saved UDP Green Belt policies As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	2

Priority Areas	<i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i> The site does not fall within a Priority Area.	1
Total		26/39

SITE 65 / CHADKIRK INDUSTRIAL ESTATE

Map Data © 2014 Google



KEY DETAILS

Address	Chadkirk Business Park, Vale Road, Stockport SK6 3NE
Site Area	5.12ha
Allocation	Major Existing Developed Site (MEDS) in the Green Belt subject to saved UDP Policy GBA1.7 and NPPF.
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B1, B8
Description of Site	<p>Chadkirk Industrial Estate is located just to the south of Romiley in a rural location. Whilst the site is named as an industrial estate / business park, there are a number of pseudo-employment retail style uses here, including two second hand car showrooms, a furniture showroom and a farm shop. There are also a range of outdoor / type timber merchant type units. The overall feel is less of an employment area and more of a bulky goods / out-of-centre rural retail area.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site appears to be performing fairly well, however the employment density of this site is diluted somewhat by the presence of non-employment uses. The site is suitable for local occupiers / small businesses however it is not a storage & distribution location.</p>	<p>2</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The existing stock is in a good state of repair and appears to be well occupied. The estate has been converted in a manner that makes it suitable for a range of different uses.</p>	<p>3</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The surrounding area is rural in nature and is located away from potentially conflicting uses. However the area would not be suitable for storage and distribution uses given poor accessibility.</p>	<p>3</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is in single ownership. There is no Council ownership on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located outside of Chadkirk itself and is not located within close proximity to any amenities or facilities. However there are some limited facilities provided on-site to cater for employees, and an organic food store is located nearby.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site is located in a semi-rural location and is not located in close proximity to any main highways. There are no particularly good links from the site to nearby motorways.</p>	<p>1</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of the infrastructure on site is good. There is a range of suitable car parking and the internal highway arrangements appear to be suitable given the size of the facility.</p>	<p>2</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is not located in a particularly sustainable location is not situated in close proximity to public transport routes. Furthermore, the remote location means that it is unlikely that pedestrian or cycle access would be appropriate.</p>	1
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are known environmental constraints. The site is located in the Green Belt and is located in the pit of a valley; additionally the site is adjacent to the River Goyt and is therefore located within flood risk zone 3. The site is referred to on the Council's contaminated land data bases.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed the authorised use for the site is for employment purposes. There are a range of consents enabling a number of potential uses within the business park.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site is allocated as a Major Developed Site in the Green Belt which provides flexibility when considering employment uses. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	3
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		28/39

SITE 66 / GREEN LANE BUSINESS PARK



KEY DETAILS

Address	Green Lane Business Centre, Green Lane, Romiley, Stockport, SK6 3JQ
Site Area	1.42ha
Allocation	Saved UDP Policy Guidance Area PG1.5 allowing for commercial, leisure; business or small industrial units
Spatial Designation	<i>Out-of-centre</i>
Use Class (B1/B2/B8)	B2, B8 some A1
Description of Site	<p>The site is located just off the main road running into Romiley and is anchored by an Aldi food store. There is one large plot which remains available/undeveloped. Despite a number of office space vacancies, the rest of the employment area is generally well occupied, with a real mix of potential users and occupiers, units of different sizes and styles. These include offices, building supplies businesses and car sale units.</p> <p>There is a large range of stock, with mixed quality and specifications.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>There are not many vacant units, and there does not appear to have been development activity on site since the last review. The site would generally appeal to local small-scale occupiers.</p>	<p>2</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The stock is generally of good quality. Some poorer quality stock may require some work in order to ensure that it is suitable for future occupiers. Several of the units within the site are not used for traditional employment purposes.</p>	<p>2</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The area is surrounded by a residential area and it is therefore considered that any intensive industrial use would be inappropriate at this site. The surrounding uses create the potential for conflicting uses. The Canal forming the Western edge of the site is a Conservation Area.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is under multiple ownership. Graylan House in the NE corner of the site is shown on the Council's land terrier.</p>	<p>1</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located close to Romiley Town Centre, and directly adjacent to an Aldi food store, providing good amenity and local facilities.</p>	<p>3</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site does not have good access to the strategic highway network.</p>	<p>1</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>The quality of infrastructure is very poor. There are not enough car parking spaces; with very poor access via the single road through the site with no turning head, results in frequent congestion.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located close to residential areas and also Romiley Town Centre. Access by bus and rail is poor.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are likely to be some contamination issues. The site is referred to on the Council's contaminated land data bases. The site is not located within an area at risk from flooding.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within saved UDP Policy Guidance Area PG 1.5 where employment uses are permitted. As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
Total		24/39

SITE 67 / OAKWOOD MILL, ROMILEY



Map Data © 2014 Google



KEY DETAILS

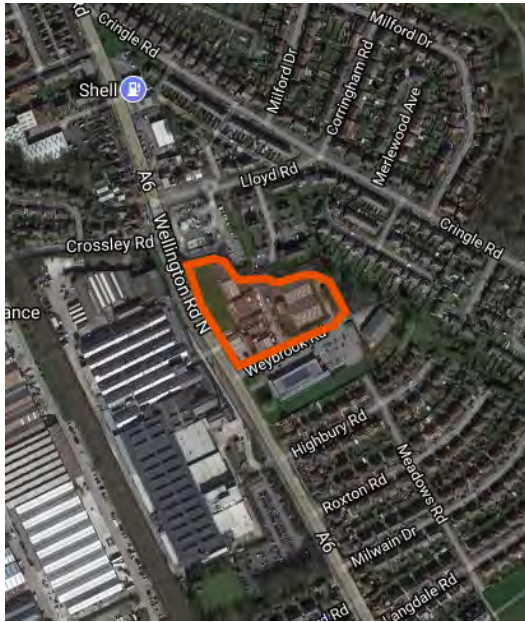
Address	Oakwood Mill, Canalside Buildings, Oakwood Road, Stockport, SK6 4DZ
Site Area	0.472ha
Allocation	Out-of-centre
Spatial Designation	<i>Unallocated</i>
Use Class (B1/B2/B8)	Sui-generis
Description of Site	<p>It is used currently as a paper product manufacturing facility. It is unallocated and located down a very narrow road, adjacent to the river Goyt. The quality of accommodation is poor and is highly specific to the use of the facility as a paper recycling depot.</p> <p>Road infrastructure and the general environment and condition of the site seem very poor.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is currently well used; however, it is in very poor state of repair. It is used as a paper product manufacturing facility. We would suggest that if this use ceased, there would be a real difficulty in finding another suitable occupier for this site. It is a highly bespoke use and the mill building has been adapted for this use over a period of time.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The site would require a significant amount of investment in order to attract another occupier.</p>	<p>1</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The surrounding area is rural in character and not particularly well suited to the current employment use. There are a number of nearby farmhouses and whilst the site is isolated in terms of surrounding uses, the rural nature would suggest that the site is not particularly suited to employment use; certainly not an intensive employment use.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is within single ownership. There is no Council ownership on site.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The site is located away from Romiley Town Centre and other local amenities or facilities.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>The site has poor connectivity to the strategic transport network.</p>	<p>1</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Given the site is located down a very narrow road, this leads to poor quality of supporting infrastructure</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is not particularly accessible; however, it is worth noting that the site is located close to Romiley train station.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed and is an existing mill building.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>The historic use of the mill building may have resulted in some land contamination but is not included within Council's contaminated land data bases. The site is not located within a flood risk zone. The southern edge of the boundary touches Hydebank Tunnel a conservation area.</p>	1
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site has been in use for a number of years. It is assumed the authorised use for the site is for employment purposes.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>As an existing employment site it is also protected under Core Strategy Policy AED-6.</p>	2
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not fall within a Priority Area.</p>	1
TOTAL		20/39

SITE 68 / BLACKBROOK TRADING ESTATE



Map Data © 2017 Google

KEY DETAILS

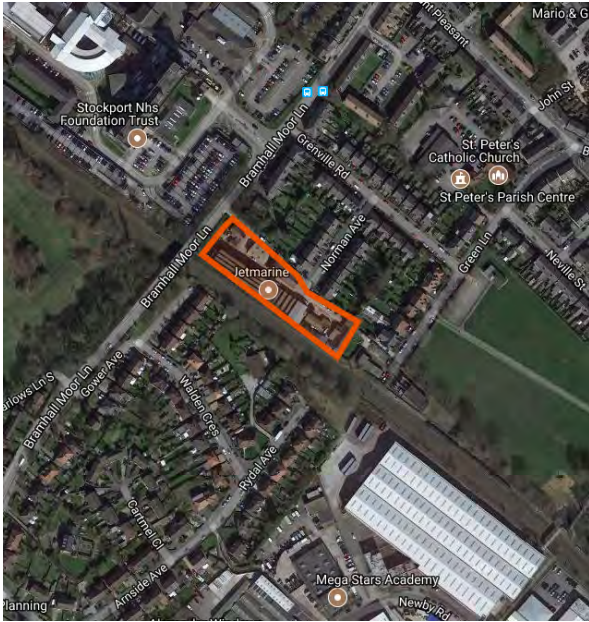
Address	Weybrook Rd, Stockport, Manchester M19 2QD
Site Area	1.41ha
Allocation	Predominantly residential area
Spatial Designation	Out of centre
Use Class (B1/B2/B8)	B1, B2, B8
Description of Site	<p>A small site located along the A6 between Stockport and Manchester. Most of it is previously developed, however the plots directly fronting the road are unbuilt. The building on its western side (fronting the road) a vacant second hand car centre. The central part of the site consist of vacant warehouses, with space currently being marketed through advertising boards. Overall, only two buildings seem occupied: these are Brook House, a fairly good quality office building at the back of the site (occupied by HBL Associates engineers), and New Beech Garage, an MOT centre located to the rear of the adjacent petrol station.</p> <p>While the location is appropriate for light employment activities, neighbouring uses include residential properties and a religious community centre (which resulted from the conversion of a warehouse), and would conflict with heavier industrial uses. Site infrastructure is generally poor, with clearly insufficient parking provision and a street layout which does not allow easy access to the central parts of the site.</p>

APPRAISAL CRITERIA

Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>Most of the site is vacant, and while the warehouses in the centre of the site seem to have been refurbished over the past few years, there is no evidence of recent development activity. Despite its good connectivity to the transport network, very poor site infrastructure and the proximity of non-employment occupiers seem likely to be factors reducing its attractiveness to occupiers.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>The vacant second hand car centre units at the front of the site are in poor condition and would require investment to attract new occupiers, but the warehouses and office block seem in fair condition and fit for purpose. However, significant infrastructure investment to improve access and parking would seem essential to attract prospective occupiers.</p>	<p>2</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located on a main road; however, the surrounding area is contains sensitive uses including residential and community buildings. Generally, the area is acceptable for employment use, but it is not ideal.</p>	<p>2</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>It is understood that the site is principally owned by 2 main private landholders.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>Located close to Heaton Chapel Local Centre, which provides a range of services and facilities. It is also directly adjacent to an Aldi supermarket The site is well located for access to local facilities.</p>	<p>1</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access)</i></p> <p>Access to the strategic transport network is good. Wellington Rd North leads into Stockport and connects to the M60 via Manchester Rd. The A6 also connects to Manchester to the north; however this route suffers from congestion during peak periods.</p>	<p>2</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Site infrastructure is poor. It shares access with the Aldi supermarket, which creates congestion at the junction. There is minimal provision of parking spaces, and internal roads are widely used for on-street parking, so that there would be real parking challenges should the site become more occupied.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located on a main road with good bus links into Manchester and Stockport (no. 171, 191 and 192). Heaton Chapel rail station is located circa 750m to the south. Overall public transport access is moderate. The proximity to residential areas enables pedestrians to enter the site.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land</i></p> <p>Most of the site is previously developed. It includes a few undeveloped plots fronting the road though.</p>	2
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>Flood zone type 3 runs to the north and east of the site. There are no known contamination records, however given the proximity of a petrol station some ground and water pollution may have occurred.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>The site either has planning permission for, or is considered acceptable for, employment uses.</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site falls within a designated "predominantly residential area"</p>	1
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not lie within a Priority Area.</p>	1
TOTAL		22/39

SITE 69 - NATIONAL TRADING ESTATE



Map Data © 2017 GOOGLE

KEY DETAILS

Address	Bramhall Moor Ln, Hazel Grove, Stockport SK7 5AA
Site Area	0.48ha
Allocation	Unallocated
Spatial Designation	Out-of -centre
Use Class (B1/B2/B8)	B2
Description of Site	Series of small units and workshops. Predominantly in industrial use (manufacturing, car workshops etc/), but including some non-employment uses such as a gym

APPRAISAL CRITERIA

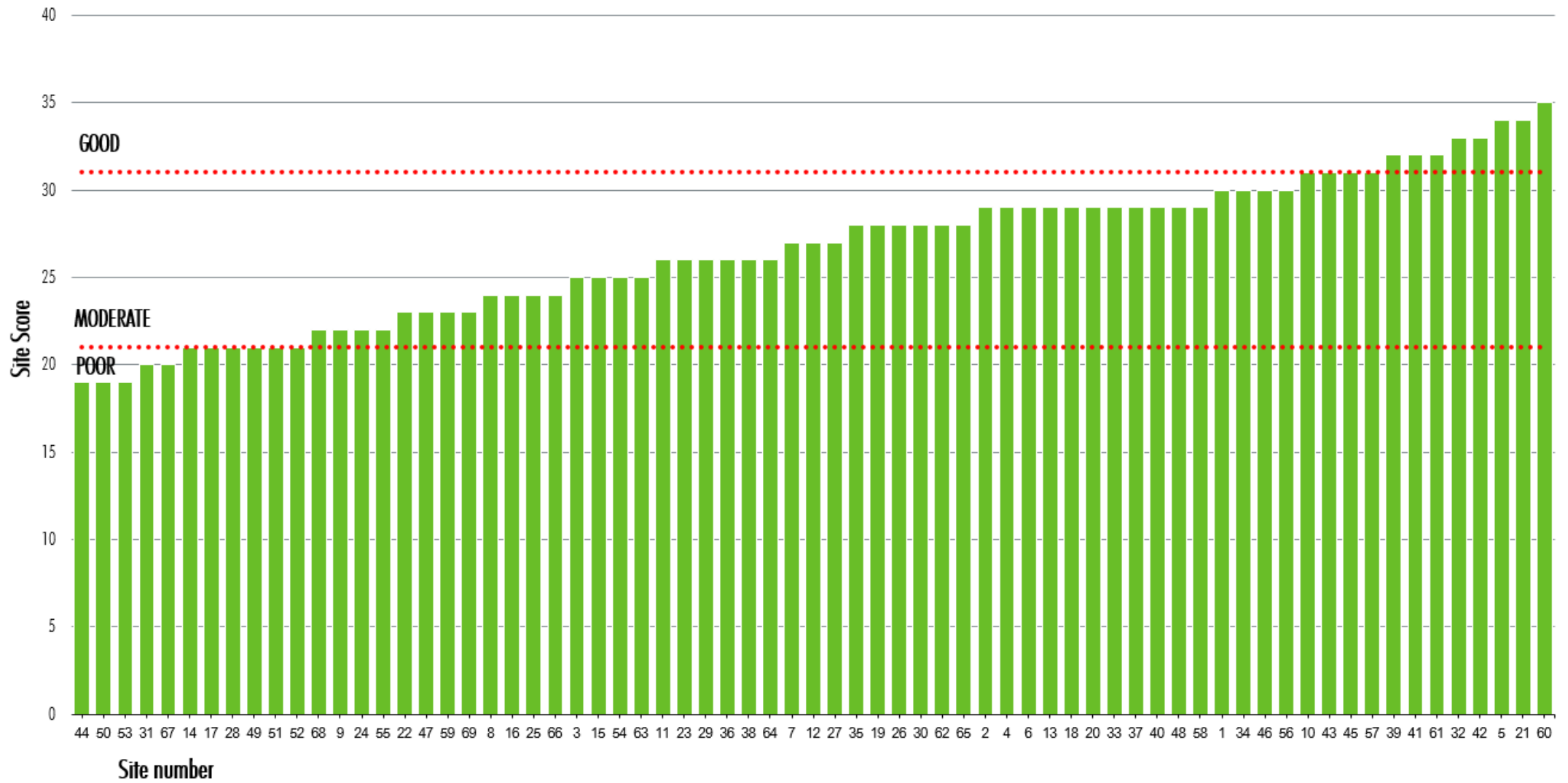
Market Performance	<p><i>Market performance including consideration of vacancy levels, development activity and market interest.</i></p> <p>The site is well occupied and of clear interest to local industrial occupiers. However, recent development activity is minimal and it is highly unlikely that it will attract higher profile potential tenants.</p>	<p>1</p>
Viability for Employment Use	<p><i>Suitability of the site and existing building stock and whether the site would require significant investment.</i></p> <p>Units are generally in good physical condition and fit for their current purpose. However, investment would be needed in order to make the site suitable for a wider range of occupiers.</p>	<p>2</p>
Suitability of the Surrounding Area	<p><i>Whether employment development/use would be appropriate alongside existing uses in the surrounding area.</i></p> <p>The site is located in a residential area, very close to existing housing. Access requires crossing this residential area. The location is generally not appropriate for heavy industrial / employment use. Some conflicts/ amenity issues are already present, notably as chemical smells are notable at the site entrance, close to houses.</p>	<p>1</p>
Ownership Constraints	<p><i>Whether there are known ownership constraints to the site's development including consideration of public or private sector ownership or multiple-ownership.</i></p> <p>The site is in multiple private ownership, with at least 5 different landowners holding freeholds within its boundaries. There is no known Council Ownership.</p>	<p>2</p>
Local Amenities / Facilities	<p><i>Accessibility and proximity of the site to local amenities / facilities.</i></p> <p>The nearest amenity is provided at Hazel Grove local centre, which is located along the A6 circa 1km away.</p>	<p>2</p>
Access to Strategic Transport Network	<p><i>Accessibility of the site via the strategic transport network (not immediate site access).</i></p> <p>Accessibility is moderate. The site is located off the A6; however, is some distance from Stockport Town Centre and the strategic highway network. The A6 is fairly congested and provides a poor access to the wider strategic highways network.</p>	<p>2</p>
Quality of Infrastructure	<p><i>Quality of infrastructure both within the site and the immediate surrounds, including local roads, car parking availability, site access and servicing etc.</i></p> <p>Overall poor quality of infrastructure. The site is bisected by a narrow road in poor condition. On-site parking provision is minimal, so that parking issues are likely to create conflicts with neighbouring residential uses.</p>	<p>1</p>

Accessibility by Non-Car Modes	<p><i>Whether the site is well served by public transport services and the accessibility of the site by bicycle or on foot.</i></p> <p>The site is located in fairly close proximity to Hazel Grove and the site is fairly well served by bus. In addition Hazel Grove Train Station is located a short distance away.</p>	2
Previously Developed	<p><i>Whether the site is previously developed land, or greenfield land.</i></p> <p>The site is previously developed.</p>	3
Known Environmental Constraints	<p><i>Whether the site is likely to be affected by known environmental constraints.</i></p> <p>There are no know environmental constraints and the site is located away from areas at risk of flooding. However, given the historic use of the site and its surroundings and the presence of a historic landfill nearby, it is likely that it would suffer from some degree of contamination.</p>	2
Planning Status	<p><i>Whether the site has planning permission for employment development and any other relevant planning history.</i></p> <p>It is assumed that the site has planning permission for employment uses</p>	3
Policy Considerations	<p><i>Whether the site is allocated for employment use within the adopted or emerging policy framework including consideration of known planning policy constraints.</i></p> <p>The site lies in a predominantly residential area on the adopted proposals' map.</p>	1
Priority Areas	<p><i>Whether the site lies within an area that is subject to an area-based regeneration or development initiative.</i></p> <p>The site does not lie in a Priority Area.</p>	1
TOTAL		23/39

Appendix III

Qualitative Site Scores

Qualitative Site Assessment Scores



Appendix IV

Forecast Calculations

Stockport Employment Land Review- GMFM employment projections

	B Use Class	YEAR-ON-YEAR PROJECTED JOB NUMBERS (THOUSANDS) BY EMPLOYMENT SECTOR																			
		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Food, beverages and tobacco products	B1c/B2	1.9	1.9	1.9	1.9	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.7	1.7	1.7	1.7	1.7	1.6	1.6	1.6	
Textiles, leather and clothing	B1c/B2	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.3	0.3	
Wood products, paper products printing	B1c/B2	1.8	1.8	1.7	1.7	1.7	1.7	1.7	1.6	1.6	1.6	1.6	1.5	1.5	1.5	1.5	1.4	1.4	1.4	1.3	
Coke, chemicals, pharmaceuticals	B1c/B2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	
Rubber, plastic other non-metallic goods	B1c/B2	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	
Metals and fabricated metal goods	B1c/B2	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.8	0.8	0.8	0.8	0.8	0.8	0.7	0.7	0.7	0.7	
Computers and electronic goods	B1c/B2	2.2	2.2	2.2	2.1	2.1	2.0	2.0	2.0	1.9	1.9	1.9	1.8	1.8	1.8	1.7	1.6	1.6	1.6	1.5	
Machinery, motor vehicles and other transport	B1c/B2	1.0	1.0	1.0	1.0	0.98	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.8	0.8	0.8	0.8	
Furniture, other manufacturing & repair and instalation of machinery	B1c/B2	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	
Water supply, sewerage and other remediation activities	B1c/B2	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	
Buildings construction, engineering & specialised construction activities	B1c/B2	8.3	8.4	8.5	8.6	8.8	8.9	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	10.0	10.2	10.4	10.5	10.7
Wholesale and motor vehicles trade ([50% 1 General Industrial & 50% 4	B1c/B2	9.9	9.9	9.9	10.0	10.1	10.2	10.2	10.3	10.3	10.3	10.3	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	
Warehousing and support activities (5)	B8	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	
Publishing, motion picture and broadcasting activities ([1 General Indus	B1/B2/B8	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	
Telecommunications	B1a/B8	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	
Computer programming and information services activities	B1a	4.8	4.9	5.0	5.1	5.1	5.2	5.3	5.3	5.4	5.4	5.5	5.5	5.6	5.6	5.6	5.7	5.7	5.8	5.9	
Financial service activities	B1a	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.2	3.2	3.2	3.2	3.2	3.2	3.1	3.1	3.1	3.1	3.1	3.0	
Insurance, reinsurance and pension funds	B1a	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.7	0.7	
Activities auxiliary to financial services	B1a	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.7	1.7	1.7	1.7	
Real estate activities	B1a	2.2	2.2	2.2	2.2	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	
Legal and accounting activities	B1a	3.7	3.7	3.7	3.8	3.8	3.9	3.9	4.0	4.0	4.1	4.1	4.1	4.2	4.2	4.2	4.2	4.3	4.3	4.4	
Activities of head offices	B1a	2.6	2.6	2.6	2.7	2.7	2.8	2.8	2.8	2.9	2.9	2.9	3.0	3.0	3.0	3.1	3.1	3.1	3.2	3.2	
Architectural and engineering activities	B1a	3.0	3.0	3.1	3.1	3.2	3.2	3.3	3.3	3.4	3.4	3.4	3.5	3.5	3.5	3.6	3.6	3.7	3.7	3.8	
Scientific research and development	B1a	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Advertising and market research	B1a	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	
Other professional, scientific	B1a	1.7	1.8	1.8	1.8	1.9	1.9	1.9	1.9	2.0	2.0	2.0	2.0	2.1	2.1	2.1	2.1	2.2	2.2	2.2	
Rental and leasing activities	B1a	0.8	0.9	0.9	0.9	0.9	0.9	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.1	
Employment activities	B1a	2.0	2.0	2.1	2.1	2.2	2.2	2.2	2.3	2.3	2.3	2.4	2.4	2.4	2.5	2.5	2.5	2.6	2.6	2.7	
Security and investigation activities	B1a	0.8	0.8	0.9	0.9	0.9	0.9	0.9	0.9	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	
Services to buildings and landscape	B1a	8.0	8.1	8.3	8.5	8.7	8.8	9.0	9.2	9.3	9.4	9.6	9.7	9.8	9.9	10.1	10.2	10.3	10.5	10.6	
Office administrative, office support	B1a	1.5	1.5	1.5	1.5	1.6	1.6	1.6	1.7	1.7	1.7	1.7	1.8	1.8	1.8	1.9	1.9	1.9	2.0	2.0	
Public administration and defence	B1a	4.4	4.2	4.1	4.1	4.1	4.1	4.1	4.0	4.0	4.0	4.0	3.9	3.9	3.9	3.8	3.8	3.8	3.8	3.7	
Total (000's)		74.1	74.3	74.5	75.2	75.9	76.7	77.3	77.9	78.3	78.6	78.9	79.2	79.5	79.8	80.1	80.5	80.9	81.3	81.7	82.1
Total B1a		42.1	42.4	42.7	43.2	43.8	44.4	45.0	45.4	45.8	46.2	46.5	46.9	47.2	47.5	47.8	48.2	48.6	48.9	49.3	49.7
Total B1c/ B2/ B8		32.0	31.9	31.9	31.9	32.1	32.3	32.4	32.4	32.5	32.4	32.4	32.4	32.3	32.3	32.3	32.3	32.4	32.4	32.4	32.4

1	General Industrial Buildings	36m2 per employee
2	Light Industry	47m2 per employee
3	centre	77m2 per employee
4	public sector, call centre, tech, maker space, studio,	12.5m2 per employee
5	Financial and Professional (blended)	11m2 per employee

Stockport Employment Land Review - Floorspace Conversion Figures (1)

	Base Year 2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Change between 2017 and 2035
Food, beverages and tobacco products	68,393	67,814	67,193	66,615	66,162	65,962	65,721	65,333	64,831	64,247	63,653	63,044	62,406	61,749	61,069	60,405	59,741	59,078	58,415	- 9,978
Textiles, leather and clothing	17,593	17,242	16,888	16,551	16,256	16,029	15,795	15,530	15,252	14,959	14,670	14,384	14,098	13,813	13,528	13,251	12,979	12,712	12,450	- 5,143
Wood products, paper products printing	65,009	63,998	62,847	61,819	60,941	60,311	59,654	58,880	58,018	57,098	56,187	55,278	54,357	53,435	52,509	51,610	50,725	49,854	48,996	- 16,012
Coke, chemicals, pharmaceuticals	11,950	11,756	11,558	11,371	11,211	11,096	10,977	10,835	10,677	10,508	10,340	10,173	10,003	9,833	9,662	9,490	9,321	9,155	8,991	- 2,959
Rubber, plastic other non-metallic goods	18,365	18,074	17,777	17,496	17,257	17,088	16,911	16,699	16,462	16,208	15,956	15,704	15,449	15,192	14,934	14,683	14,434	14,189	13,948	- 4,417
Metals and fabricated metal goods	35,276	34,591	33,882	33,259	32,720	32,314	31,895	31,413	30,887	30,331	29,782	29,236	28,685	28,137	27,586	27,052	26,527	26,011	25,503	- 9,773
Computers and electronic goods	105,341	103,227	101,095	99,073	97,305	95,936	94,538	92,960	91,253	89,466	87,703	85,955	84,200	82,449	80,703	79,011	77,350	75,721	74,122	- 31,219
Machinery, motor vehicles and other transport	37,508	36,991	36,328	35,702	35,254	34,946	34,620	34,223	33,772	33,286	32,803	32,319	31,827	31,333	30,834	30,349	29,870	29,397	28,930	- 8,578
Furniture, other manufacturing & repair and installation of machinery	17,136	16,908	16,674	16,453	16,269	16,149	16,021	15,860	15,673	15,469	15,266	15,062	14,853	14,642	14,427	14,219	14,012	13,808	13,606	- 3,530
Water supply, sewerage and other remediation activities	33,219	33,177	33,097	33,034	33,024	33,130	33,198	33,192	33,129	33,022	32,909	32,787	32,648	32,496	32,359	32,227	32,092	31,954	31,813	- 1,406
Buildings construction, engineering & specialised construction activities	299,806	302,453	305,643	310,251	315,555	320,903	325,917	330,276	334,145	337,642	341,127	344,573	347,872	351,076	356,301	361,718	367,193	372,733	378,333	78,528
Wholesale and motor vehicles trade ([50% 1 General Industrial & 50% 4 General Office])	239,448	239,244	239,502	241,464	244,221	246,490	248,129	249,174	249,894	250,333	250,731	251,057	251,222	251,291	251,472	251,698	251,903	252,075	252,224	12,777
Warehousing and support activities (5)	52,556	52,868	53,031	53,247	53,508	53,928	54,294	54,545	54,709	54,809	54,897	54,972	55,016	55,038	55,082	55,153	55,221	55,290	55,357	2,801
Publishing, motion picture and broadcasting activities ([1 General Industrial (40%) & 7 General Office (60%)])	11,579	11,671	11,769	11,866	11,952	12,061	12,157	12,227	12,277	12,312	12,346	12,377	12,402	12,423	12,451	12,482	12,512	12,541	12,570	991
Telecommunications	23,502	23,575	23,660	23,736	23,791	23,890	23,956	23,967	23,939	23,880	23,818	23,751	23,672	23,586	23,510	23,440	23,379	23,316	23,251	- 251
Computer programming and information services activities	60,600	61,442	62,326	63,201	64,029	64,984	65,866	66,613	67,255	67,819	68,377	68,924	69,441	69,938	70,550	71,181	71,813	72,447	73,078	12,478
Financial service activities	35,908	35,845	35,790	35,828	35,777	35,827	35,825	35,745	35,604	35,418	35,228	35,030	34,816	34,591	34,376	34,166	33,957	33,749	33,543	- 2,366
Insurance, reinsurance and pension funds	9,062	8,986	8,912	8,860	8,836	8,838	8,828	8,798	8,754	8,699	8,644	8,586	8,524	8,460	8,399	8,339	8,280	8,221	8,163	- 900
Activities auxiliary to financial services	17,215	17,295	17,265	17,337	17,446	17,609	17,748	17,848	17,918	17,965	18,009	18,049	18,078	18,100	18,125	18,151	18,179	18,207	18,234	1,020
Real estate activities	24,007	24,230	24,433	24,592	24,777	25,031	25,268	25,452	25,597	25,712	25,824	25,930	26,021	26,102	26,196	26,299	26,401	26,503	26,604	2,597
Legal and accounting activities	40,473	40,819	41,177	41,715	42,311	42,897	43,444	43,907	44,308	44,661	45,015	45,361	45,684	45,992	46,323	46,687	47,057	47,429	47,803	7,330
Activities of head offices	32,005	32,374	32,758	33,289	33,871	34,452	35,007	35,498	35,942	36,350	36,760	37,167	37,556	37,933	38,331	38,759	39,193	39,631	40,072	8,067
Architectural and engineering activities	37,370	37,815	38,281	38,918	39,613	40,300	40,951	41,524	42,036	42,504	42,971	43,434	43,877	44,308	44,763	45,252	45,747	46,246	46,749	9,378
Scientific research and development	753	760	767	777	788	799	809	817	824	830	836	842	847	852	858	864	870	876	882	129
Advertising and market research	9,730	9,758	9,784	9,851	9,932	10,010	10,080	10,130	10,165	10,189	10,213	10,236	10,251	10,263	10,279	10,302	10,326	10,350	10,373	643
Other professional, scientific	82,019	83,046	84,129	85,594	87,186	88,765	90,268	91,598	92,799	93,901	95,004	96,096	97,150	98,164	99,233	100,376	101,533	102,699	103,873	21,854
Rental and leasing activities	9,321	9,476	9,644	9,860	10,076	10,276	10,465	10,635	10,790	10,934	11,080	11,224	11,364	11,502	11,647	11,800	11,957	12,115	12,274	2,953
Employment activities	24,935	25,360	25,814	26,392	26,974	27,513	28,027	28,490	28,916	29,314	29,715	30,115	30,504	30,886	31,288	31,714	32,148	32,588	33,033	8,098
Security and investigation activities	10,408	10,581	10,762	10,993	11,223	11,435	11,636	11,816	11,980	12,133	12,286	12,439	12,586	12,729	12,880	13,041	13,205	13,371	13,539	3,131
Services to buildings and landscape	99,850	101,657	103,551	105,916	108,285	110,506	112,594	114,478	116,203	117,811	119,429	121,041	122,606	124,142	125,751	127,457	129,188	130,999	132,708	32,858
Office administrative, office support	18,149	18,481	18,833	19,274	19,718	20,132	20,525	20,881	21,209	21,517	21,828	22,138	22,439	22,736	23,048	23,379	23,715	24,056	24,400	6,251
Public administration and defence	54,819	53,080	51,514	51,021	50,860	50,858	50,795	50,618	50,348	50,004	49,652	49,289	48,901	48,496	48,124	47,775	47,426	47,079	46,732	- 8,087
Total Industrial / Warehouse ²	969,279	967,135	965,368	966,719	970,328	975,426	979,545	981,639	982,288	981,867	981,436	980,902	979,983	978,825	979,802	981,251	982,825	984,530	986,361	17,081
Total Office ³	634,027	637,338	641,316	648,634	656,799	665,040	672,372	678,324	683,278	687,464	691,623	695,668	699,374	702,863	706,794	711,079	715,427	719,806	724,210	90,183
Total	1,603,306	1,604,473	1,606,685	1,615,354	1,627,127	1,640,466	1,651,918	1,659,962	1,665,565	1,669,330	1,673,059	1,676,570	1,679,357	1,681,687	1,686,597	1,692,330	1,698,251	1,704,336	1,710,570	107,264
Total Change (from 2017 Base) ³	-	1,167	3,379	12,048	23,820	37,159	48,612	56,656	62,259	66,024	69,753	73,264	76,051	78,381	83,290	89,024	94,946	101,030	107,264	107,264

- Calculations made by multiplying number of jobs provided within the GMFM Forecasting Model by the floorspace requirements outlined within the schedule below.
- Totals are then separated into Industrial / Warehouse Floorspace and Office Floorspace.
- "Total Change from 2017 Base" represents the overall difference in floorspace compared with the 2017 total.

1	General Industrial Buildings	36m ² per employee
2	Light Industry	47m ² per employee
3	centre	77m ² per employee
4	public sector, call centre, tech, maker space, studio,	12.5m ² per employee
5	Financial and Professional (blended)	11m ² per employee

	Revised Total Floorspace Requirements (sqm.) - allowing for a 15% Vacancy Rate ¹																		
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Industrial / Warehouse	1,114,671	1,112,205	1,110,174	1,111,727	1,115,877	1,121,739	1,126,477	1,128,884	1,129,631	1,129,147	1,128,652	1,128,037	1,126,980	1,125,648	1,126,772	1,128,438	1,130,249	1,132,210	1,134,315
Office	729,131	732,939	737,514	745,930	755,319	764,796	773,228	780,072	785,769	790,583	795,367	800,018	804,280	808,292	812,814	817,741	822,741	827,777	832,841

	Converting Total Floorspace Requirements into Site Area (ha.) ²																		
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Industrial / Warehouse	248	247	247	247	248	249	250	251	251	251	251	251	250	250	250	251	251	252	252
Office	182	183	184	186	189	191	193	195	196	198	199	200	201	202	203	204	206	207	208

	Uplift Requirement (ha.) from Base Year ³																		
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Industrial / Warehouse	0.0	-0.5	-1.0	-0.7	0.3	1.6	2.6	3.2	3.3	3.2	3.1	3.0	2.7	2.4	2.7	3.1	3.5	3.9	4.4
Office	0.0	1.0	2.1	4.2	6.5	8.9	11.0	12.7	14.2	15.4	16.6	17.7	18.8	19.8	20.9	22.2	23.4	24.7	25.9

1: Total floorspace figures with additional 15% to cater for average vacancy rates.

2: Calculated by dividing Industrial / Warehouse floorspace totals by 4,500 and by dividing Office floorspace totals by 4,000.

3: Uplift is calculated by subtracting 2017 Site area total (ha.) from later year totals.